



3 1761 00084622 0





BRITISH LIBRARY

A
V I E W
OF THE
BRITISH EMPIRE,
MORE ESPECIALLY
S C O T L A N D;
WITH SOME PROPOSALS
FOR THE
IMPROVEMENT OF THAT COUNTRY,
THE
EXTENSION OF ITS FISHERIES,
AND THE
RELIEF OF THE PEOPLE.

By JOHN KNOX.

V O L. II.

The Third Edition, greatly Enlarged.

L O N D O N;
PRINTED FOR J. WALTER, AT CHARING-CROSS;
SHEPPERSHORN AND REYNOLDS, OXFORD-STREET;
W. RICHARDSON, ROYAL-EXCHANGE;
AND W. GORDON, EDINBURGH.
MDCCLXXXV.



HC
257
SAKL
17.85
V.2

C O N T E N T S

O F

V O L. II.

<i>An Account of the Quantity of British Herrings and Cod exported from Scotland, from Christmas 1750, to Christmas 1782, distinguishing each Year, and the Ports from whence exported</i>	Page	385
<i>The Herring-Busse Trade: expressed in sundry Particulars, both for the building of Busses, making of deepe-sea Nets, and other Appurtenances; also the right curing of the Herring for Forreine Vent. Together with sundry Orders of the Netherlands, for the better Government of the Royall Fishing. Written by Simon Smith Agent for the Royal Fishing, 1641</i>	391	391

National Improvements recommended, particularly in the Highlands.

<i>Of Inland Navigation</i>	400
<i>Navigation between the Forth and the Clyde</i>	401
<i>Navigation between the Atlantic and Lochfife</i>	410
<i>Navigation between Inverness and Fort William</i>	422
<i>Expediency of laying the Foundation of Towns in the West Highlands.—Plan of those Towns.—Estimates of the Expence</i>	433
<i>The most eligible Situations for Towns in the West Highlands, with a Description of the Coast to Cape Wrath</i>	442
<i>Description of the North Coast from Cape Wrath to Dungsbay-Head, and from thence to the Murray Firth</i>	469
<i>Description of the Coast of the Murray Firth from Inverness to Kinnaird's Head</i>	479
<i>Memorial respecting the Port of Fraserburgh, 1785</i>	489
<i>Description of the East Coast of Scotland, from the Murray Firth to Berwick</i>	493

C O N T E N T S.

<i>Abridgment of Answers from most of the Collectors of Customs in Scotland, to Mr. Commissioner Buchanan's Queries, respecting the State of the Fisheries at their several Ports</i>	521
<i>Description of the interior Country which joins the two Kingdoms, usually called the Borders, extending from Berwick to the Solway Firth</i>	553
<i>Description of the Coast upon the Solway Firth, comprehending the Counties of Dumfries, Kirkudbright, and Wigton</i>	528
<i>Abridgment of Answers</i>	542
<i>Description of the Firth of Clyde, from the Mull of Galloway to Greenock, including the Coast of Ayrshire, Renfrewshire, and Part of Wigtonshire</i>	543
<i>Remarks on the Short Tour of Scotland, comprehending the Southern Division of that Kingdom, and a considerable Portion of the Highlands</i>	556
<i>Of the Famine; the Failure of the Fisheries; and the Hurricanes of 1782</i>	615
<i>Voyage from Ireland to the West Highlands, Sept. 1784—Distresses of 300 Emigrants cast amongst the Rocks of the Irish Coast. — Further Remarks on the present State of the Highlands</i>	618
<i>Address to the lower Ranks of People in the Highlands</i>	629
<i>Address to the Convention of the Royal Boroughs in Scotland, with Remarks on the Fishery Laws enacted in 1785; and the Outlines of further Regulations, for the Perusal of the Convention</i>	641
<i>Table of Exports of Herrings from Gottenburgh</i>	651
<i>Extract from a Petition and Memorial to the Right Honourable the Lords Commissioners of his Majesty's Treasury, from the General Convention of the Royal Boroughs of Scotland, September 1783; in Answer to a Petition of certain Officers of the Customs, and a Report of the Board of Customs at Edinburgh, and their Inspector, in June 1782. With Remarks</i>	662
<i>Remarks on Juudry Passages in Dr. Anderson's Report to the Lords of the Treasury, and his subsequent Evidence and Dissertations before the Committee on the British Fisheries, May 1785; also a Vindication of Mr. Mackenzie's Charts</i>	670

An Account of the Quantity of British Herrings and Cod exported from Scotland, from Christmas 1750, to Christmas 1782, distinguishing each Year, and the Ports whence exported.

Ports from whence export.	Herr.	Cod	Ports from whence export.	Herr.	Cod
1751.	White Barrel	Dried. Cwt.	1754.	White Barrel	Dried. Cwt.
Aberdeen	84		Aberdeen	4	
Air	6624		Air	686	
Anstruther	31		Anstruther	288	
Borrowstouness	21		Borrowstouness	30	
Campbeltown	6084	404	Campbeltown	6933	1837
Dunbar	—	323 1	Dunbar	—	37 1
Fort William	217		Fort William	412	
Irvine	337		Irvine	280	1022 3 23
Leith	159		Montrose	32	
Montrose	88		Port Glasgow	3117	
Orkney	692		Port Greenock	7574	
Port Glasgow	2404		Stranraer	1690	
Port Greenock	7395		Shetland	5286	10178 1
Shetland	1672	7312 3			
			Total	26355	13075 1 23
Total	25800	8040 0			
1752.			1755.		
Air	3558	97 2	Aberdeen	264	9 2 21
Anstruther	340		Air	3830	130
Campbeltown	2773	1708	Campbeltown	2436	1196
Dunbar	—	47 1 14	Fort William	1315	
Fort William	259		Inverness	779	12 2
Inverness	12		Irvine	3754	550 3 1
Irvine	367		Leith	250	
Kirkaldy	39		Orkney	1737	
Leith	166	126 2 21	Port Glasgow	4054	
Montrose	184		Port Greenock	4675	185 20
Orkney	196		Stranraer	1935	
Port Glasgow	2214		Shetland	2399	5742 3
Port Greenock	6927				
Stranraer	156		Total	49429	7826 2 14
Shetland	810	6218 2			
			1756.		
Total	18003	8198 0 7	Aberdeen	—	25 3 14
1753.			Air	2730	
Air	1067	509 2	Anstruther	286	
Anstruther	603		Campbeltown	13528	1453
Borrowstouness	20		Fort William	1444	111
Campbeltown	6244	1426	Inverness	291	
Fort William	—	108	Irvine	2930	240
Inverness	238		Leith	158	
Irvine	107	207	Montrose	67	
Montrose	90		Orkney	2003	
Port Glasgow	3276		Port Glasgow	4519	
Port Greenock	10262		Port Greenock	9072	
Stranraer	1029		Stranraer	951	
Shetland	3482	7424	Shetland	3476	9287 2
			Total	41456	10815 1 14
Total	26420	9674 2	B 3		

Ports from whence export. 1757.	Herrs. White Barrel	Cod Dried Cwt.	Q. lb.	Ports from whence export. 1760.	Herrs. White Barrel	Cod. Dried Cwt.	Q. lb.
Aberdeen	—			Air	1789		
Air	1239	31	2	Anstruther	44		
Anstruther	743			Campbeltown	1712	1103	
Campbeltown	3271	1064		Fort William	111		
Fort William	1592			Irvine	365	97	314
Irvine	863	656	1	Leith	61	123	
Leith	561			Port Glasgow	4329		
Montrose	33			Port Greenock	5512		
Port Glasgow	2924			Stranraer	432		
Port Greenock	6257			Shetland	460	9815	3
Stranraer	5924						
Shetland	1133	6170	2				
				Total	14787	11139	214
Total	24542	7922	1	1761.			
				Air	4288		
				Campbeltown	6026	1114	
1758.				Fort William	201	57	
Aberdeen	—			Irvine	1495	198	114
Air	1237	1022	1	Kirkudbright	480		
Anstruther	177			Port Glasgow	4692		
Caithness	—			Port Greenock	7514	41	2
Campbeltown	5083	2467		Stranraer	747		
Dunbar	—	61		Shetland	950	7133	2
Fort William	799						
Irvine	695	336	215				
Leith	97			Total	26396	8544	114
Port Glasgow	4326						
Port Greenock	11878						
Stranraer	13121						
Port Patrick	14						
Shetland	4173	9287	2				
Total	41602	13174	115	1762.			
				Aberdeen	—	34	38
				Air	598		
1759.				Campbeltown	4895	982	
Aberdeen	—			Fort William	283	63	2
Air	1513			Irvine	809		
Campbeltown	2846	3637		Port Glasgow	752		
Dunbar	—	91		Port Greenock	4438	59	1
Fort William	501	9	2	Stranraer	460		
Irvine	290	362	7	Shetland	1250	9031	221
Port Glasgow	1293						
Port Greenock	5422						
Stranraer	9025						
Shetland	1166	8480	3				
Total	22057	12580	1				

Ports from whence export. 1763.	Herrs. White Barrel.	Cod Dried. Cwt.	Q. lb.	Ports from whence export. 1766.	Herrs. White Barrel.	Cod Dried. Cwt.	Q. lb.
Aberdeen	—	28	321	Air	717		
Air	1997			Campbeltown	10675	631	3
Campbeltown	10775	170		Fort William	461		
Fort William	985			Irvine	889		
Inverness	500			Leith	59		
Irvine	1636			Oban	1054		
Oban	13			Port Glasgow	2532		
Port Glasgow	2574			Port Greenock	5270		
Port Greenock	5700	17	221	Stronaway	1885	297	
Stranraer	141			Stranraer	371		
Shetland	941	9841	1	Shetland	3119	7244	2 1
Total	25265	11057	314	Total	27033	8173	1 1
1764.							
Air	333			Air	57		
Campbeltown	2641	1211		Campbeltown	6390	337	214
Fort William	11			Fort William	172		
Montrose	—	32	14	Inverness	3		
Oban	1827	280	2	Irvine	591		
Port Glasgow	1894			Leith	170		
Port Greenock	1692	83	15	Oban	381		
Shetland	952	9974	1	Port Glasgow	2509		
Total	9351	11582	1 1	Port Greenock	6095		
1765.							
Air	74			Rothesay	193		
Alloa	26			Stronaway	410	129	224
Borrowstouness	381			Stranraer	522		
Campbeltown	12300	352		Shetland	2565	7650	2
Fort William	297			Total	20060	8117	310
Irvine	2183			1768.			
Leith	198			Air	235		
Oban	1028	165	210	Caithness	523		
Port Glasgow	1636			Campbeltown	8474	865	21
Port Greenock	9628			Irvine	1018		
Rothesay	83			Kirkaldy	50		
Stronaway	1111	291		Leith	429		
Stranraer	73			Oban	1024		
Shetland	1438	11062	2	Port Glasgow	4687		
Total	30458	11871	10	Port Greenock	7334	146	3
				Rothesay	234		
				Stronaway	706	122	
				Stranraer	929		
				Shetland	2539	9833	3 7
				Total	28184	10967	3

Ports from whence export. 1769.	Herrs. White Barrel	Cod Dried. Cwt.	Q. lb.	Ports from whence export. 1772.	Herrs. White Barrel	Cod Dried. Cwt.	Q. lb.
Air	35			Anstruther	299		
Borrowstonefs	30			Caithness	3619		
Campbeltown	6476	560	3 7	Campbeltown	5532	622	1 17
Dunbar	272			Fort William	59		
Irvine	954			Inverness	12		
Kirkaldy	25			Irvine	424		
Leith	1025			Kirkaldy	112		
Oban	1185	38		Leith	690		
Port Glasgow	1802			Oban	275	38	1
Port Greenock	5811	187	2 2	Port Glasgow	497		
Stronaway	3979	399	3	Port Greenock	8711	370	3 20
Stranraer	1429			Stronaway	1433	141	3
Shetland	2600	5188	3 14	Shetland	14	6656	3 14
Total	25624	6374	3 23	Total	21679	7830	23
1770				1773.			
Air	964			Aberdeen	203		
Caithness	1159			Air	150		
Campbeltown	16175	1360	3 14	Caithness	2285		
Dunbar	521			Campbeltown	14638	751	3 7
Fort William	65	200		Irvine	1312		
Irvine	1569			Kirkaldy	24		
Kirkaldy	60			Leith	719		
Leith	1028	25		Oban	1656		
Oban	5132	56	2 14	Port Glasgow	619		
Port Glasgow	3239			Port Greenock	14575	63	1 23
Port Greenock	12574	1930	3 16	Rothesay	206		
Stronaway	982	110	1	Stronaway	2198	522	16
Stranraer	1934			Stranraer	866		
Shetland	2039	5565	14	Shetland	325	6970	2
Total	47442	9248	3 2	Total	39777	8307	3 18
1771				1774.			
Air	228			Aberdeen	6		
Anstruther	56			Air	291		
Caithness	1877			Caithness	953		
Campbeltown	4313	297	2 14	Campbeltown	12137	1144	2 3
Dunbar	105			Dunbar	363		
Fort William	194			Fort William	144		
Inverness	145			Irvine	1312		
Irvine	1212			Leith	1639		
Leith	262			Oban	546		
Oban	1146			Port Glasgow	2608		
Port Glasgow	1289			Port Greenock	18535	751	2 25
Port Greenock	14176			Rothesay	570		
Rothesay	382			Stronaway	2968	1098	3 21
Stronaway	2872	764	3	Stranraer	670		
Stranraer	912			Shetland	530	4417	1 14
Shetland	1915	7740	7	Total	43275	7412	2 7
Total	31086	8802	1 21				

Ports from whence export. 1775.	Herrs. White Barrel	Cod Dried Cwt.	Q. ib.	Ports from whence export. 1778.	Herrs. White Barrel	Cod Dried Cwt.	Q. ib.
Aberdeen		192	21	Aberdeen		1080	
Air	151			Anstruther	102		
Anstruther	839			Campbeltown	8004	385	
Caithness	450			Dunbar	74	50	312
Campbeltown	8122	925	321	Isle Martyn			
Dunbar	173			Irvine	856		
Irvine	1312			Leith	20		
Kirkaldy	143			Oban	52		
Leith	808			Port Glasgow	5619		
Montrose	24			Port Greenock	19393	690	18
Oban	1159	552	2	Stronaway	546	654	1
Port Glasgow	1319			Stranraer	953		
Port Greenock	13702	102	3	Shetland		5866	314
Rothesay	495						
Stronaway	3178	592	2				
Stranraer	977						
Port Patrick	184						
Shetland	43	8123	2				
Total	33082	10489	114				
1776.							
Aberdeen		1439	323	Aberdeen		796	
Air	1326			Anstruther	25		
Campbeltown	14186	265	321	Campbeltown	10673	150	3
Dunbar				Isle Martyn	88		
Dundee				Irvine	691		
Irvine	1173			Kirkudbright	100		
Leith	559			Port Glasgow	5448		
Montrose		20		Port Greenock	14096	1659	19
Oban	797			Stronaway	988	481	2
Port Glasgow	3721			Shetland	3495	3	
Port Greenock	22897	504	320				
Rothesay	536						
Stronaway	3435	1144	114				
Stranraer	1534						
Shetland		7642	214				
Total	50165	11017	38				
1777.							
Aberdeen		1522	2	Aberdeen		280	
Air	301			Campbeltown	5075	299	1
Campbeltown	9709	718	36	Dunbar	76	20	
Dunbar		242		Isle Martyn	22		
Isle Martyn				Irvine	23		
Irvine	1414			Leith		15	
Kirkudbright	196			Oban		628	2
Leith	464	79	214	Port Glasgow	4071		
Port Glasgow	3800			Port Greenock	14518	2431	13
Port Greenock	21714	371	216	Stronaway	1230	244	
Stronaway	2197	2279		Stranraer	106		
Stranraer	1383			Zetland		9785	1
Port Patrick	39						
Shetland		7068	3				
Total	41217	12302	11833				

Ports from whence export. 1781.	Herrs. White Barrel.	Cod Dried. Cwt.	Q. lb.	Ports from whence export. 1782.	Herrs. White Barrel	Cod Dried. Cwt.	Q. lb.
Aberdeen		160c		Aberdeen		379	
Campbeltown	1768			Anstruther	203		
Dunbar		23	2 14	Caithness	11		
Inverness		804		Campbeltown	396	287	1
Oban		56	2	Dunbar			
Port Glasgow	2264			Inverness		738	
Port Greenock	9150	2422	1 15	Kirkudbright	9		
Stronaway	900	669	14	Oban		474	3
Shetland		8909	1 14	Port Glasgow	2169		
				Port Greenock	8819	1365	1 11
Total	14082	14485	1	Stronaway	914	1712	2
				Shetland	9081		
				Total	12522	14038	11

CATHCART BOYD,
Examiner of salt and fishery accounts.

Custom-house, Edinburgh, 13th Dec. 1784.

The following curious treatise did not come to hand in time to be inserted in its proper place.—It is, however, too important to be omitted. The second part, containing orders of the Netherlands for the better government of the royal fishing, is nearly the same with the rules and orders of the Dutch already inserted, and is therefore omitted.

The Herring-Busse Trade: expressed in sundry Particulars, both for the building of Busse, making of deepe Sea-Nets, and other Appurtenances; also the right curing of the Herring for Forreine Vent. Together with sundry Orders of the Nether-lands, for the better Government of the Royall Fishing; as by the following Treatise doth more at large appeare. All which hath bin perused by the Parliament Committe, and is appointed to bee published for the general Direction of the whole Kingdome. Written by Simon Smith, Agent for the Royall Fishing. 1641.

Forasmuch as I finde divers Treatises published, that have sufficiently already invited unto the herring-busse-fishings, which some well-wishers of the commonwealth have bin thereby stirred up to set on the worke; therefore I shall not need to use any further inticements, unto the prosecuting so royall an imployment, then what is already extant, and as by my booke called *A true Narration of the Royal Fishings*, is expressed, to which doe referte, and in this treatise onely apply my labours to the publication of such particulars, directions and orders, as have not heretofore bin published, whereby all places in the kingdoms may be informed in a right way of managing the herring trade with busse, to their best advantage, which being observed in a way of good governement in all those places where this herring fishing shall be erected, will doubletffe, with God's blessing, prove very beneficiall to all that shall have relation thereunto.

Directions for the building of a Herring Busse.

The length of the busse, from stemme to sterne must be 75 foot. That is to say, 45 foot the length of the keele, which must be, viz.

Eighteen inches deepe, the fore part of the keele.

Twelve inches deepe, the after part of the keele.

Fourteen inches the breadth of the keele.

Twenty-three foot the stem or rake, which must bee, viz.

Five foot crooked.

Twenty inches broad the fore stem.

Seven foot the sterne poste must fall backwards.

The sterne-post must be 20 feet, and crooked in the inside 16 inches, square in the after side, and 7 inches thick.

The fore stem must fall in length forwards 23 foot, 7 foot deepe begets 16 foot and a halfe broad in the mid-ship, within the tymbers.

Ten foot deepe from the keele to the uppermost decke.

Four feet 3 inches the lower deck from the keele, wherein are 10 double roomes, besides the net roomes for stoeage.

Five feet 9 inches between the decks.

The stoeage will be for 412 barrels, viz.

	Barrels
Fourre double roomes before the cabbins, will hold	— 128
Two double roomes in the lastidge, where the nets are hail'd in	— 24
Two double roomes before the cabbins	— 44
One single roome after the net roome, will hold	— 28
One single roome under the cabbin, will hold	— 16
And under the cabbins, where the men lye	— 72
And betwixt the cabbins, in the fore stem	— 100
	412

Which 412 barrels, reckoning 12 barrels to the last, produceth 34 lasts and 4 barrels.

The Charge of the said Buffe.

	£. s. d.
The hull will cost for tymber and workmanship	300 0 0
The masts, yards, &c.	8 0 0
The iron worke and anchors	60 0 0
The standing rigging and other ropes	17 0 0
The three cables, which must be of 100 fathoms a-piece, about 8 inches, weighing 13cwt. a-piece, of one fize	60 0 0
The sayles and ropes thereunto belonging	32 0 0
The blocks and pumpes, &c.	6 0 0
The anchor stocks	2 0 0
The boate and oares	8 0 0
The bricklayer and painter	2 10 0
The flags and ancient	3 0 0
The compassie maker	1 10 0
	Total is 500 0 0

*The Charge of the 56 Nets, which the said Buffe doth use at the
setting out.*

	£. s. d.
Four deepings of 70 masses a-piece, makes a net, whereof two cost 16s. a-piece, and two cost 10s. a-piece, which together is 52s. for a net, so the 56 nets amounts to	— 145 12 0
For twine making will cost 2s. a net	— 5 12 0
For norsels at 8d. a net, being 130 to a net	— 1 17 4
For 8 way-ropes, weighing 3cwt. 2qrs, a rope, at 30s. per cent.	— 42 0 0

Carried forward

* Every seven nets have a rope.

Brought forward £

For 7 coyles of 13 inches, will be 1cwt. a coyle, which 7cwt. at 28s. per cent. being for seysons, the coyle containing 64 fathoms, and each seyson must have 8 fathoms, which coms to — — —	9 16 0
For 14 coyles of 64 fathoms a-piece, to make 56 net- ropes, weighing 10cwt. 2qrs. at 28s. per cent. +	14 14 0
For one coyle of 1cwt. to make bowlestraps — —	1 8 0
For 60 bowles at 15d. a-piece, is — —	3 15 0
For 6cwt. of corke, at 18s. per cent. is — —	5 8 0
For 50lb. of marline to fasten the corks, at 4d. per lb.	0 16 8
For 80lb. of spunne yarne, to save the bowlestraps from wearing out, at 18s. per cent. — —	0 13 4
For the tanning and beetster's worke, and pettie charges at 2s. per net, is — —	5 12 0

237 4 4

The whole charge of the 56 nets amounts unto 237l. 4s. 4d.
which breaketh out 4l. 5s. for every net.

The consumptive Charge in the two Moneth's Fisbing.

Ten weyes of Spanish salt is 400 bushels, water mea- sure, which will make 470 barrels of herring, reck- oning 6 bushels to make 7 barrels of herring, which doth cost with charges 4l. the weye, is — — —	40 0 0
Thirty-five lasts of herring cask, at 22s. the last	38 10 0
Two dozen of gipping knives, adzes, and other irons.	1 0 0
For baskets and other petty necessaries — —	1 0 0

The Victualling for two Moneths.

Of the master, at 5s. the weeke is — — —	2 0 0
Of 15 men, 4s. a-piece for a weeke — — —	24 0 0
Of two boyes at the same rate — — —	3 4 0
Some is	29 4 0

The wages of the 16 men and two boys — — —	36 0 0
The master his allowance of 1s. the barrell for every merchantable barrell of herrings, being on 400 bar- rells, the some of — — —	20 0 0
Some is	165 14 0

The allowance to make good the nets, which is usually reckoned at 25s. a net, is for 56 nets — — —	70 0 0
The weare and teare of the busse at 10l. a moneth	20 0 0

+ The net-rope being 16 fathoms, so that a coyle will make
four net-ropes.

The whole charge that is consumed, is	255	14	0
So the sum of this two moneths imployment will be;			
The nett sales made of the 400 barrells, * is	400	0	0
Deduct the charge abovesaid	255	14	0

Remaineth clear gains in two moneths

144 6 0

The Times and Places of the Herring Fishings.

To get unto the coast of Sheteland by the beginning of June, when the herrings do rise about Crane Head, which is the headland or outmost part of Bratijo + Sownde, within two leagues, sometimes more, where the herrings doe abide about 14 dayes.

From thence to Farry + Island, which is within 7 leagues to the southward of Sheteland, where the herring continue about three weeks round about that Farry Island.

From thence to Buffin Nesse §, being about 30 leagues to the southward of Farry Island, the fishing places called Buffin Deepes, and is 20 leagues to the northward of the Frythe ||, where the herring abide about 14 dayes, and 14 dayes more on the fishing grounds under Chivet hills, and Chivet chace. ¶

Thence they follow them to the Doggerbancke, where they stay sometimes a moneth, and sometimes six weekes, and then about the beginning of September they come into the Yarmouth seas, where they continue untill the middle of November, and from thence they fall to the southward, being followed with small fisher-boats, but dangerous for the busses to follow them.

There is also good fishing in the loughes, at the island of the Lewes, very commodious and profitable to those inhabitants, but not so for the busses.

Also on the coast of the Isle of Man, is great appearance of herring, which is most proper for those of Leverpoole, but unprofitable for busses to bee sent from other farre remote ports.

The several Sorts of Herrings, and Times of packing them.

There are barrels of herrings called sea-sticks *; and there are barrels called re-packed herrings.

The sea-sticks are all the fishing season as they come from sea,

* I here doe reckon but 400 barrel, and not 470, as is mentioned in the calculate of the salt, because the 70 overplus is given in for waste, in making fresh pickle.

+ Bratio Sownde—Brassia Sound.

‡ Farris Island—Fair Island.

§ Buffin Nesse—Buchannels in Aberdeenshire.

|| Frythe—the Firth of Forth.

¶ Chivet Hills—Near Berwick.

* Sea-sticks are herrings only once packed, which

which containe betweene 500 and 600 herring as they shall rise in bignesse, which being repack on shore, 17 barrels will make but 12 repack barrels, for the manner is to take out the herring, washing them in their owne pickle, and so lay them orderly in a fresh barrel, which have no salt put to them, but trodden downe as close as may be, and so headed up.

The summer herring, which are taken from June to the 15th of July, are sold away in sea-sticks, to bee spent presently in regard of their satnesse, and will not endure re-packing, and so goe one with another full and shotten; but the re-pack herrings are sorted, the full herrings by themselves packed, and the shotten and sick herring in barrels by themselves, making the barrels distinctly.

There are also a sort of herrings called crux-herrings, beginning the 14th of September, being the day noted *ex a. crucis*; these herrings are made with salt upon salt, and are carefully sorted out (all full herring) and used in the re-packing, as beforemention'd, and can pack but 10 barrels a day.

The corved herrings, which are to make red herrings, are those that are taken in the Yarmouth seas, provided that they can bee carried on shore within two or three days after they be taken, otherwise they must be pickled.

The corved herrings are never gipped, but rowed in salt, for the better preservation of them till they can be brought ashore; and if any be preserved for to make red herrings, they are washed out of the pickle before they be hanged up in the red-herring houses.

Observations in the Fishings at Sea.

In the evening they cast out their nets, and so drive all night, and in the morning they get them in againe, and gip, salt, and packe all the herrings before they set on the kettle.

And if so be they get not herrings, then they fayle up and downe all that day, untill they find a hopeful place to take herring, and at the break of day hale in their nets.

All the day the busse rides by the anchor whilst the nets are aboard, and if foul weather, then doe they put out all their cables at length, and so procure the busses easier riding and more safety.

The Disposal of the Men and Youtbs in the laying out of their Nets, and baling them in againe.

First, one net is cast overboard, and so the busse driving away, the one drawes the rest after it, and when as all the 56 nets are out, the busse rides by the way-rope, every net hath one rope called a seyzon, whereby it hangs on the way-rope, which lets downe the net eight fathomes deepe into the sea; to every seyzon belongs a buye, which is fastned to the way-rope, and four whole herring barrels to the whole fleet of nets, whereby the better to find out the nets, in case they should be broken off and lost at any

any time through stormes ; or by accident with some ships rudders comming over, may break them. *

The Imployment of the Men in their Offices, when the Nets are to be haled up.

There is six men at the capsten, then the first seyzon, comming in the hawse way ; one man doth stand there and loosen it from the way-rope, and hee gives it to another man that brings the net therewith to the last way, where they hale in the net, and there are two men standing that pull in the net, then there are three men more that shake the herrings out of the net into the well, and one man takes the net from them and stowes it. There is one man with a chop-stieke, catching cods for the kettle, and the master he stands in the chaine waels with the ladnet, to save the herrings that drop out of the nets ; in haling them in, there is one boy to hold on the way-rope, at the capsten, and one boy to coyle it, and stowe it from the capsten.

When the Nets are haled in with Herrings.

One man takes the herrings out of the well with the ladnet, and fills the gippers baskets.

Nine gippers which cut their throats, and takes out the guts, and fling the full herrings into one basket, and the shotten herrings into another.

One man takes the full baskets, when they are gipt, and carries them to the rower backe, wherein is salt.

One boy doth row and stirre them up and downe in the salt.

One boy takes the rowed herring, and carries them in baskets to the packers.

Four men pack the herrings into the barrels, and lay them one by one straite and even.

One man when the barrel is full, takes the same from the packer, and it stands one day open to settle, and that the salt may melt and dissolve to pickle, and then fills them up, and heads up the barrels.

Nota, The master is to view and approve every barrel before it bee headed up, that it may be found merchantable ; or in default thereof, the master is to make allowance accordingly.

For making of the pickle, the observation is, that it must be so strong as that a herring will swim in it, and then it doth so pine and overcome the nature of the herring, that it makes it stiffe, and preserves it ; otherwise, if the pickle bee weaker then the nature of the herring, it will overcome the strength of the pickle, and so the herring will decay.

* The Flemming is so carefull, that they suffer no ship to go out before the rudder be viewed by sworne men, that their rudders will not take the ropes.

The Imployment of the Fishermen and Marriners, whilſt they be in Harbor, and till they come to their Fisſings outwards bound.

They are to rigge and fit the busſe, and to stow the falte and beere, which is instead of the ballaſt; they are to take in the caſke and viualling, and other proviſions.

They are to take in the nets with the net-ropes, way-ropes, boyes, and all things thereto belonging; and having them aboard, they are to bring the nets to their ropes, and noſſel, and corkē them, and make them in all respects fit, and in a readinesſe againſt they come to the fishing grounds.

Homewards bound.

They are to wash out their nets, and take out the noſſels and ſeyzons, and corkes, preserving them all they can in a profit-able way.

And to unlade and rowle into the ſtorehouſe all their herringes, well conditioned in the chines and hoopes.

And having unladen and cleaſed the busſe, and made the roomes fit, they are preſently to take into her againe 56 fresh nets, and the like quantity of falte, and caſke, and other proviſions, and make all expedition to the fishing againe, receiving their wages and allowances according to the orders which are hereafter expreſſed.

Each Gipper muſt have

A paire of tanned leather ſleeves will cost 18d.

A paire of bootes will cost 7s.

A paire of boot-britches will cost 4s.

A barme-ſkin or apron will cost 3s. 4d.

And ſixe gipping-knives a man will cost 18d. *

The Plantation for a Fisſing, wherc, and how.

In that part of the river or ſea-towne, where these accommo-dations may be had, viz.

A good wharfe to build ſtore-houſes upon, where the busſe may come cloſe to the ſtore-houſe, and ſo both lade and unlade with eaſier charge, and quicker diſpatch.

Also where there may be made an arſinall or docke to harbor up the busſes, and there to plant willowes † to make hoopſ for the caſke, and reede for the busſes.

To have ground for the twine-spinners and rope-makers to worke in, and to lay up ſea-coales and tanning-barkē for to tanne the nets with; also to lay up Norway ſhort wood for the busſes firſt, for dressing their viualling.

The ſtore-houſes to be buiſt with the lower-story open for the

* The gipper is to pay for theſe out of his wages.

† The willow hoop is beſt for preſervation of the pickle, for that the ſalt water will not rot it as it doth the other; for the pickle running out, the herring ſpoyle.

better

better rowling in and packing of the herrings, and laying up the provisions of salt, with a large yard in the middle, for the coopers, to make and trim the caske. Also a convenient place to set up a large copper to tan the nets, * to be of that sufficient bignesse, that it may tan a whole fleet of 56 nets at once. And there must be ground adjoining to put in stakes for the drying of the nets as they are drawne out of the tanne fat, and hung abroad on those stakes, which is done with much ease and celerity by one man, and with lesse damage to the net then any other way; in the second story, the nets, deepings and twine to be safely kept, and there to be wrought by the beetesters; and in the upper story, to have the cables and ropes housed and coyled, and the fayles and other provisions laid up.

The Provisions to be made aforehand for furnishing the Magazine.

The best rine and rusband are these; hempe brought in by the eastland merchants from the parts of Lieffeland and Prusia.

Pitch and tarre from the Balticke seas and Norway.

Barrels, boards, and willow hoopes, from Hamburgh and those parts.

Deale-boards, mafts and sparres, from Norway, and fire-wood.

Lixboan salt, and salt upon salt made in England.

Normandy canvas for fayles, and Ipswich canvas.

Pease and oateimeale.

Butter and cheese.

Bacon in gammions.

Aquavite and vineger.

Gipping-knives and chop-sticks, adzes and other tooles.

Leather for the gippers.

Barke of aslien trees for tanning the nets.

Seacoales for heating the copper for tanning.

Corke and rosen from Burdeaux.

Candles and other chandlery wares.

To have a good quantity of deepings or quarter nets always in readinesse, for to new the nets at the returne of the busles.

And all the twine that can be gotten of the summer spinning, which is then best made both for spinning and drying.

The aforesaid provisions being made in dew seasons, will not only prove very profitable unto the fishing stock, but likewise to whosoever shall be pleased to lay out his money in all or any of the said provisions, that so the fishers may be readily supplyed at their retурne, the want whereof hath beene the chiefeit cause of the ill successe that hath accrewed unto those former undertakers.

* Which will be done with as few coales as a copper that will hold but half the nets.

Some queries having been sent to the Brassa Sound correspondent, for a further explanation in certain ambiguous passages, his answer is as follows:

"In answer to your queries respecting the herring fishing, please know, that the two apartments on the vessel's deck, like two meal-garnels, are temporary for throwing the herrings into, to keep them from among the mens feet, and for giving the men room to do what is necessary about the nets and vessel, without injuring the fish.

The method they use in cleaning the herrings is by cutting out a bit of the throat, or what is called the gip, with which the gills come out, and at which the gippers are exceeding quick and dexterous. They then rouse or drizzle them in a tub among salt, and then salt them in barrels; and after they have laid a sufficient time, they repack them in the casks in which they are sent to market. This I hope will satisfy you in these particulars."

NATIONAL IMPROVEMENTS

RECOMMENDED,

PARTICULARLY IN THE

HIGHLANDS.

OF INLAND NAVIGATION.

HITHERTO the inhabitants of the Highlands, unable to avail themselves of the bounty which their seas afford, have lived in penury, amidst the sources of affluence; I shall therefore specify such measures as seem most conducive to the purposes of general utility, in the full establishment of a populous thriving colony.

The first object which presents itself is the opening shorter communications between the Atlantic and the British Sea; the advantages of which are so obvious, that they may be considered as the groundwork of all succeeding improvements, not only in the Highlands, but over Scotland in general.

That nation admits of three artificial navigations:

1. The Southern navigation, between the Forth and the Clyde.
2. The Western navigation, between Lochfife and the Atlantic.
3. The Northern navigation, between Fort William and Inverness.

Navigation between the Forth and the Clyde.

Scotland is almost divided into two parts by the rivers Forth and Clyde. The Forth falls into the east sea below Edinburgh, and has an easy communication with the whole eastern coast of Great Britain; with France, Ostend, Holland, Hamburg, Prussia, Dantzic, Russia, Sweden, Denmark, Norway, and Greenland. The Clyde falls into the Atlantic ocean below Glasgow, and communicates with the western coast of Great Britain; with Ireland, the south of France, Portugal, Spain, the Mediterranean, America, and the West Indies. These two rivers, thus falling in opposite directions into the two seas, which environ our island, and the neck of land between them amounting scarcely to twenty-four miles, gave rise to the idea of a junction, so as to open a communication across the kingdom, and thereby cut off the long, dangerous navigation by the Land's End, and the Pentland Firth.

An object of such general utility did not escape the notice of Charles II. who, amidst all his gallantries, was the great promoter of every design which had the success of trade and navigation in view. That monarch proposed to open a passage for transports, and small ships of war, at the expence of 500,000 l. a sum far beyond the abilities of his reign; and the design was consequently laid aside. The affairs of the continent engaged the attention of succeeding princes, till the beginning of the present reign; when the earl of Chatham, endued with all the penetration and magnanimity of an able statesman, proposed to carry the design immediately into execution, at the public expence, on a smaller scale than the original design, but still sufficient to admit vessels of burden. Unfortunately, the resignation of that great man, among other causes, lost to these kingdoms the only opportunity which Nature pre-

sented, for giving security and expedition to the British navigation in the northern seas.

The business thus abandoned a second time by the state, was now taken up by individuals, some of whom were suspected of private views inimicable to the general welfare of the community; and, from this time forward, we are to consider this great work sacrificed to the hopes of gain, of influence, and to jobbing: first, in respect to the direction of the canal, and secondly, to its dimensions. Nature had pointed out * Borrowstounness on the Forth, and Dalmure Burn-Foot, six miles below Glasgow on the Clyde, as the two extremities of this inland navigation; but such was the force of influence, that, instead of opening the east end of the canal at Borrowstounness, where there is water, at neap tides, for ships of 200 or 300 tons burden, and safe lying, it was begun upon the river Carron, at the distance of a mile from its junction with the Forth, and four miles above Borrowstounness, where vessels of burden could not float at neap tides; besides the delay and inconveniences in navigating the Forth, and the mouth of the Carron, from floods and contrary winds; also a circuitous navigation of at least two miles.

The depth of water, and dimensions of the canal, came next under consideration, and gave rise to much controversy, between the inhabitants of the east country on the one part, and a considerable number of the citizens of Glasgow on the other. When we consider that the space to be cut did not, with all its windings, exceed 30 or 32 miles, and that this short navigation would at once open a communication between the two seas and all the countries lying upon those seas, common reason pointed out the propriety of the greatest depth of water that the nature of the

* Borrowstounness is, next to Leith, the principal trading town on the Forth; Dalmure is a small village on the Clyde, washed by a rivulet called Dalmure Burn; at the junction of which with the Clyde the canal is to be carried.

country would admit. This was the desire of the nation in general ; and it would have been the interest of Ireland, London, Bristol, Liverpool, and other towns in England, to have subscribed towards a design in which their commerce, especially in time of war, was materially interested.

This circumstance was however neglected by the merchants ; and those of the Scottish nation, who were friends to a deep canal, seeing themselves over-powered by their opponents, submitted reluctantly to an imperfect navigation. Mr. Smeaton, an able engineer from Yorkshire, had estimated the expence of 4, 7, 10, and 14 feet water *. Certain merchants of Glasgow adopted the scale of 4 feet, which, though sufficient for the trade of that city, would scarcely have answered any valuable purpose to the nation in general ; and it was furnished, no doubt invidiously, that those persons never meant that the canal should join the Clyde. While a bill for cutting the proposed ditch of 4 feet water was before parliament, and on the brink of being passed, the east country gentlemen and traders took the alarm, objected to the trifling design, and, fortunately for the public, obtained a bill extending the depth of water to 7 feet †. It now became

* Having asked Mr. Smeaton, if a canal of 14 feet was practicable between those rivers, he answered in the affirmative ; adding, that with sufficient funds, he could carry a canal over hills or under them, of any depth. Another engineer declares that 15 feet deep was very practicable.

Canals in Germany, and the Low Countries, have frequently 20 feet water ; a sufficient depth for the largest merchantmen. They were made, not at the expence of individuals, but by the respective states of those countries, who alone should undertake such great works.

† I have been well informed, that the establishment of this navigation, instead of a very small one for lighters to Glasgow, was chiefly owing to the unwearied endeavours of Mr. Chambers, merchant in Edinburgh, a person of extensive commercial knowledge, and great public spirit. He, and other persons of knowledge in trade and navigation, insisted long and strenuously for 9 feet water, so as to admit vessels of good burden to pass through without delay, or unloading

became necessary to open a subscription to the amount of 150,000l. which was soon filled ; and about 130,000l. was actually paid.

Mr. Smeaton began the arduous work in 1768 ; overcame almost insurmountable difficulties, till he had got to the extent of 9 miles, when, on account of some misunderstanding with the managers of the canal, he resigned that business.

Two strangers from Yorkshire soon presented themselves, and with such plausibility of speech, that they were immediately engaged to carry on the work. When these men had completed about 9 or 10 miles, they were discharged, and Mr. Smeaton was again employed.

The work was now conducted upon the original principles, till it came within sight of the river Kelvin, and six miles from the proposed junction with the Clyde ; when the subscription, and a subsequent loan, being exhausted, beyond which the proprietors were unwilling to proceed, the work was stopped in 1775, and hath ever since remained in *statu quo*. The inhabitants of Glasgow, however, by means of a collateral branch, nearly 3 miles in length, have opened a navigable communication from that city to the Forth, and thus the emporium of the north communicates with both sides of the island.

After the experience of several years, the navigation by the Carron was found so inconvenient, that a new subscription was proposed, for opening a com-

loading their cargoes at either end, knowing the great advantages thereof to trade ; and the convention of the royal boroughs highly approved of their plan. They proposed also, that the expence, which, by Mr. Smeaton's estimates was only about 200,000l. should be defrayed by the public, and with no more toll than what might be requisite to keep the works in repair ; and there was not a doubt but such aids would have been obtained, from the forfeited estates, and by lotteries.

muni-

munication from Borrowstounness to join the canal near Falkirk; and in 1784, a bill was obtained in parliament for that purpose.

This work, when finished, will affect the Carron navigation, though every possible effort hath been made to shorten that passage. Some years ago, a cut was made near the mouth of the river, to cut off a bend or reach; and, in 1784, the proprietor of the adjoining lands put himself to the expence of a second cut, by which the Carron river is now totally avoided. It is a mile in length, and navigable for vessels of large burden. Had this cut been made at the first setting out, there would have been no rivalry from Borrowstounness; but the whole business hath been a series of blunders and unnecessary expence, in which the public spirited proprietors are equally involved with those, whose selfish views hath proved so detrimental to the whole design in all its stages. The expenditure, down to 1783, amounts to 212,000l. No dividend hath yet been made, or can be made, until the debts shall be discharged, when it may be supposed, that the total expenditure will be increased to 220,000l. or 11,000l. per annum, while the tonnage, at a medium of years, doth not amount to 7000l. About 6 miles, and those the most difficult in the whole tract, remain to be finished; for which government hath allowed 50,000l. from the forfeited estates. If to these sums we add the Borrowstounness expenditure, and the two subsequent cuts at the mouth of the Carron, this canal will cost 300,000l. or upwards, previous to the first dividend; while, at the same time, the tonnage is rated so high, that vessels carrying bulky goods, sometimes prefer the long passage by the Pentland Firth.

The dimensions of this canal, though greatly contracted from the original designs, are much superior to any work of the same nature in South Britain. The

English canals are generally from 3 to 5 feet deep, 20 to 40 feet wide, and the lock-gates from 10 to 12 feet; but they answer the purpose of inland carriage, from one town to another, for which alone they were designed. The depth of the canal, between the Forth and Clyde, is 7 feet; its breadth, at the surface, 56 feet; the locks are 75 feet long, and their gates 20 feet wide. It is raised from the Carron by 20 locks in a tract of 10 miles, to the amazing height of 155 feet above the medium full sea mark. At the 20th lock begins the canal of partition, on the summit between the east and west seas, and which canal of partition continues 18 miles on a level, terminating at Hamilton-hill, a mile north-west from the Clyde at Glasgow *. In some places, the canal is carried through mossy ground; in other places, through solid rock. In the fourth mile of the canal there are 10 locks, and a fine aqueduct bridge, which crosses the great road leading from Edinburgh to Glasgow. The expence of this mile amounted to 18,000*l.* At Kirkintulloch, the canal is carried over the water of Logie on an aqueduct bridge, whose arch is 90 feet broad; which arch was thrown over in 3 different stretches, of 30 feet each, having only 30 feet of a center, which was shifted on small rollers from one stretch to another. Though this was a thing new, and never attempted before with an arch of this size; yet the joinings are as fairly equal as any other part

* From this termination of the canal, there is a descent to the Clyde of many feet, on which account there can be no junction of these waters at an expence less than 20,000 or 30,000*l.* though the distance doth not exceed a mile. Should that city recover itself from the losses sustained by the American war, and the revolt of those provinces, it is probable that this junction may be effected by a new subscription. With a view to this desirable object, it might be expedient to procure an estimate of the expence from Mr. Smeaton during his abode in that country, superintending the main navigation. The depth of the Clyde at Glasgow, in spring tides, is from 6 to 7 feet; and in neap tides, 5 feet.

of the arch. The whole is thought to be a capital piece of masonry. There are in the whole 18 draw-bridges, and 15 aqueduct bridges of note, besides small ones, and tunnels.

The supplying the canal with water was of itself a very great work. One reservoir is above 24 feet deep, and covers a surface of 50 acres, near Kilsyth. Another, about 7 miles north of Glasgow, consists of 70 acres, and is banked up at the sluice, 22 feet deep.

Upon the whole, this canal, when finished, will be one of the greatest works in Britain, since the time of the Romans. There are 20 locks already finished; the remaining 6 miles will require 19; but the most expensive work will be to carry the canal over Kelvin river, a considerable body of water, which, in wet weather carries all before it. The depth of the Clyde, at Dalmure Burn-Foot, in spring tides, is 15 feet; and, at Dunotter, half a mile below, there are 18 feet.

The proprietors are now more sensible than ever of their error, in not forming a cut of 10 feet water, and proposals have been made to raise the banks, so as to obtain 8 feet; but this, though practicable, would prove an expensive, and possibly, a fruitless attempt. Were we to speculate upon the probable increase of trade, commerce, and wealth in that part of the kingdom 50 years hence, 100,000*l.* may easily be raised to deepen the canal 2 or 3 feet, being a more effectual improvement than raising the banks; and, with that idea in view, I asked Mr. Smeaton, among other questions, Whether the remaining 6 miles might not be constructed for 9 or 10 feet water? "The banks, said he, can be raised a foot; but you have put another question that requires some consideration to answer with safety." If this depth can be effected, it would certainly be doing posterity an essential service, to put it into execution, though the extra-expence might amount to 20,000*l.* or 25,000*l.*

The canal at present, when clean, admits loaded vessels of 70 or 80 tons; when completed, it will na-

vigate those of 100, or upwards, built and rigged on a proper construction. Ships passing this canal ought to be built on the same plan with those employed by the Dutch, Hamburghers, Dantzickers, and other towns on the Baltic; that is, long and flat bottomed with lee-boards. All vessels or lighters proper for navigating large canals, should be fitted out and rigged with one mast, either as a sloop or galliot; having on yards aloft, they can take no wind-hold, so that they can easily pass the canal, when a square rigged ship could not attempt it, besides the detriment done to the locks and banks by high rigged vessels.

There are vessels at present in the London trade, from Leith, that carry 130 tons, drawing only eight feet water, and a small alteration in this model will bring them to seven feet; consequently, when the canal is completed, vessels of that burden may trade from the Clyde to the Baltic, Holland, and all parts of Great Britain, without unloading at the entrance of the canal, or any impediment whatever, except from occasional frosts in the winter, and droughts in the summer, to which all inland navigations, whether natural or artificial are subject.

Canals, unless frequently cleaned, are apt to fill up in certain parts, and though the above-mentioned cut was originally seven feet, no vessel drawing above six feet and a half can navigate on it, unless the practice of shipping in shallow bar harbours be adopted. As most vessels draw more water in the stern than in the bow part of the ship, they are trimmed on an even keel, till they have passed the shallows, and by this method, half a foot water may be gained.

Busses, and other unavoidable sharp-bottomed vessels belonging to the Clyde, may also pass the canal by means of lighters, the expence of which cannot be great, nor would any additional tonnage be charged.

Upon the whole, this canal, even in its contracted state, will exceed the most sanguine hopes of the public, in general utility. The distance between the entrance into the Clyde and the Forth, is, by the Pentland Firth 600 miles; by the canal, scarcely 100. But this disproportion of distance in a sea voyage is trifling, when compared with the delays, the ship-wrecks, the positive and casual expences attending a passage by the Hebrides and the Pentland Firth, or even by Land's End, particularly in time of war, when insurance run from 15 to 20 per cent. while, by means of the inland navigation, it seldom exceeds 5 per cent.

Respecting the West Highlands; the utility of a short passage between that country and the Eastern seas, need scarcely be mentioned. Hitherto the navigation of the Highlands, and the petty traffic of the inhabitants, have not extended beyond the limits of Glasgow, which was carried on by means of the Clyde; but when the remaining 6 miles shall be completed, a new world will open to their view; the scene of action will be extended; vessels of a larger and better construction will be gradually introduced; the natives will not only take and cure all the various fishes which frequent their seas, but also embark upon distant voyages, as occasions may require, for a market. Those people who have hitherto been excluded from foreign intercourse with mankind, who have been left to prowl amidst their boisterous shores, at home, will now begin to trade with the various ports of Scotland; with London, Holland, and the Baltic, where the excellency of their herrings will generally command a ready sale.

The benefits to Glasgow and its neighbourhood, from the canal in its present state, almost exceed credibility, of which the annual tonnage to and from that city, of 6 or 7000*l.* is a strong proof. During the scarcity of 1782-83, the quantity of grain conveyed thither from England, Germany, and Dantzig by means of the canal, prevented a real famine,

famine, and saved the lives of thousands in that populous country. By this communication also, the trade between Glasgow and London, at all times considerable, is carried on with great ease and facility, much to the satisfaction of the parties concerned, in those commercial cities.

The same benefits will extend to the populous towns of Paisly, Greenock, Port Glasgow, and the whole Western division of Scotland, when this work shall be completed. The inhabitants of both sides of the kingdom, hitherto estranged to one another, will drop their local prejudices, and become as they ought to be, one people, trafficking and bartering with each other, for their mutual advantage.

2. *Navigation between the Atlantic and Lochfife.*

TO render the southern navigation still more complete, it will be necessary to shorten the passage from the Atlantic to the Clyde; or, in other words, from the Hebrides and West Highlands, to Glasgow, Greenock, and other trading towns on that celebrated river. The navigation of the Highlands being greatly lengthened by head lands and other obstacles, which must be carefully avoided, we cannot estimate the voyage from Cape Wrath to Glasgow at less than 400 miles, or 800 miles outward and homeward. This is a bold undertaking for little open boats, badly constructed, and still worse provided; and if, to the great distance, we consider the almost incessant gales, the numerous islands, lee-shores, rocks, sands, and currents, attending these voyages, we may pronounce them not only long and tedious, but extremely hazardous to the poor natives, whose necessities compel them to such desperate attempts. Nor are these the only difficulties which they have to encounter in their passage to Glasgow. The wind which favoured their voyage to the Mull of Cantire, becomes, consequently, adverse after having

ing doubled that cape; they must then furl the sail, and ply at the oars, through a heavy sea, up the Firth of Clyde, sometimes for several days, before they can reach the intended port. Having disposed of their small assortment of bark, skins, wool, and dried fish; they have, in their return, to combat the same round of difficulties, toil, and danger; the whole trip employing four men, from three to five weeks. This traffic, however insignificant, is suspended during the winter season; the navigation becomes then impracticable for open boats, and the people as hath been already observed, are shut out from all intercourse with the seats of industry, population and affluence. Such is the commerce and navigation of a people inhabiting the richest, and most improveable shores in the British dominions.

The herring fishery, though an object of great importance, not only to that country, but to the West-Indies, and other dependencies abroad, labours under the same difficulties in these western seas. We have observed, that the busses fitted out from the ports of the Clyde, must, in their outward and homeward voyages, steer round the Mull of Cantire; and, as all the hopes of the adventurers depend on a speedy fishery, and a quick sale, nothing can prove more discouraging to that national staple, than the hazard, the delay, the expence, and the uncertainty of this circumnavigation.

In a dark, tempestuous night of January 1782, two busses, loaded with herrings, were wrecked, in their homeward passage from Loch Broom, on coming round the peninsula of Cantire. Many lives were lost; and as the crew of every vessel have generally a concern in the venture, several families were at once deprived of husbands, fathers, and property. It would be endless to enumerate the many catastrophes which befall these industrious people, in navigating those narrow seas, during the winter hurricanes. The melancholy tales of widows and

and fatherless children have too long passed unregarded, as matters of trivial moment; and mankind, generally busied in selfish pursuits, have never deigned to carry the tidings to a quarter which feels for distress, and is ever disposed to relieve it.

Another inconvenience attending this navigation remains to be mentioned. It hath already been observed, that though the arrival of the herrings be certain, yet the particular lake or bay of their rendezvous remains doubtful, until discovered by the fowls which attend the shoals. Sometimes the herrings are discovered in Lochfine, and other lochs on this side of Cantire; at other times, in Loch Broom, or amidst the Hebride islands, on the other side. In either case, the people of the one side must sail round that peninsula, before they can avail themselves of the fishery on the opposite side, and every boat, however small, must make a circuit of more than 100 miles, before she arrives at shores which lie parallel to the place from whence she set out. Therefore, when all these circumstances are combined, and duly considered, the expediency of a shorter navigation between the Atlantic and the Clyde, must appear obvious to every observer. It is a matter not only of national utility, but of moral obligation. It touches the feelings of humanity, and calls loudly for immediate redress.

A stranger from China, France, or Holland, would imagine that a work of such importance to a commercial nation, presented difficulties in the execution, which could not be removed at a less expence than several millions sterling; but, how great would his surprize be, when informed, that nature had almost completed the business, leaving only an isthmus of five miles between the two seas; that the surface was almost level, and that the expence of joining these waters upon a large scale, would amount to no more than 60,000!

A notion

A notion had long prevailed in Scotland, that a cut might be made between Lochfine and the Atlantic, at a village called Tarbet, on the peninsula of Cantire, where the neck of land between those waters is only a mile in length. With a view to examine into the practicability of such a work, I sailed, many years ago, from Greenock to the Tarbet*; but perceiving that this place did not fully answer my expectations, I hired a boat to Loch Gilp, 14 miles northward, where, though till then unnoticed, nature seemed to invite the public attention, and by which above 20 miles of the circuitous navigation would be saved, more than by a cut at the Tarbet.

Being fully convinced of the great utility of the work, the facility with which it might be completed, and the preference to the proposed canal at the Tarbet, I ventured to broach the subject in public, and to explain the essential difference between these two situations. A survey having since been made of both places, by authority, and being favoured with a perusal of the report, I repaired thither in 1784, and again went over the grounds, with a more than ordinary attention to every object worthy of notice by land and water; from which, as well as former observations, I am enabled to communicate the following particulars, most of which are omitted in the report.

Loch Gilp Sept. 1784. A storm of wind and rain, affords an opportunity of observing the security of this loch in all kinds of weather. The Glasgow packet of 18 tons, rides with very little rolling at the distance of half a mile on the east side of the channel. Wind S. W. good anchoring ground. A small island lies about

* Tarbet in the Scottish language, signifies an isthmus, or narrow tract of land between two waters. This term is most frequent in the Highlands, where in some places two or more lakes are nearly united.

a mile from the head of the loch, where there is safe riding, and from 6 to 8 fathom water. After passing that island there is deep water to Greenock at the distance of above 30 miles, and no hidden rocks or impediments to navigation whatever. * No winds can hurt a vessel in this loch, providing she hath good anchors and cables, nor have there been any instances of vessels being wrecked here within the memory of man. Any danger to be apprehended is from easterly winds. The loch ebbs about half a mile from its head, where it begins to deepen. If a canal shall be made at this place, one wind, without any variation, † will carry a vessel from Cape Wrath to Greenock, Campbeltown, the shire of Air, and all the towns on the Clyde, where busses are fitted out for the fisheries. The packet sails sometimes from Loch Gilp to Greenock in 6 hours. By the Mull of Cantire, she would take upon an average, a whole week, owing to contrary winds; besides the dangers and accidents of this navigation from storms, and in time of war from privateers, which swarm in that narrow pass, while the frigate stationed in those seas, lies snug in Belfast Loch, Campbeltown Bay, or Loch Ryan.

Having finished my observations at Loch Gilp, I set out with an intelligent person of that neighbourhood for Loch Crinan, on the west side of the peninsula. "The ground rises almost imperceptibly to the height of 18 feet above the sea, and the whole is composed of the most favourable soil, neither too hard nor too soft. It is properly a level valley,

* In this passage there are many safe bays and creeks, where vessels may take shelter in bad weather, without going out of their course, as east Loch Tarbet, the Kyles of Bute, Loch Nidan, Loch Strevan, Rothsay Harbour, Helle Loch, and Loch Long, all of them having sufficient water for the largest ships, the ground clean, and no rocks except at the Tarbet.

† There is a bend at the Kyles of Bute, but so very short, that in less than an hour a vessel may get through it by the assistance of the tide.

partly plowed and partly in grass, environed by hills on the north and south. Nearly at the center of the valley a rivulet divides itself, by falling into two opposite directions; one part runs east into Loch Gilp, and the other part into Loch Crinan on the west. This is properly the point of partition. The rivulet is supplied by numerous rills from the high grounds on each side, a most favourable circumstance for the purposes of a canal.

The descent on the west side is more perceptible than the former, and here the moutains approach near to each other, but there is sufficient room for a canal, and a good public road. Loch Crinan now appears. It is an extensive body of water, and ebbs half a mile or more from its head.

The views are magnificent, and to a person unacquainted with maritime affairs, the bay appears to be land-locked by hills rising on every side; the whole forming a fine natural amphitheatre.

I surveyed a creek on the south side, said to have water for ships of the line, a fine bottom, and to be perfectly secured from all winds. Mr. M'Kenzie's report, though not favourable to this loch, is however, to be relied upon, in preference to all other accounts "Loch Crinan being open to the " west is not sufficiently sheltered for vessels in the " winter time, nor is it safe to ride long in it at " any time of the year. The ground, however, is " clean, and in some parts very good; and it may " be convenient on some occasions to run for this " bay, when the wind or tide is contrary, and a vessel " bound to the northward, cannot get to Carseg, or " to the small islands of Jura, where there is better " shelter. The best anchorage is between Ilan " Daveyn, and the rock which is always above " water, that lies about a quarter of a mile east- " ward of it. In moderate weather, a ship may " stop any where northward of Ilan Daveyn, about " two cables length from the island."

We

We shall only observe further on this head, that the proposed canal would open a passage immediately from the Clyde to the Atlantic, the Hebrides, the whole region of the west Highlands, and the great Loch Linnhe; whence, as shall be mentioned hereafter, a communication may be opened to Inverness, the Murray Firth, and the eastern coast of the kingdom. It would also shorten the passage from Clyde to the Orkney islands, to the early herring fisheries on the coast of Shetland, and all those channels and seas which are the great receptacles of herrings, white fish, seals, and whales.

Thus the cutting 5 or 6 miles would answer every valuable purpose, in that division of the kingdom, but more particularly to the Highlanders, who by finding themselves brought nearer, by 100 miles, to Glasgow, and its communications with other parts of the island, would gradually forget the grievances under which they have laboured. A voyage, which frequently takes 3 weeks, would by this easy passage, be performed in 3 or 4 days, in all seasons of the year, whether in time of war or peace. By cutting off the peninsula of Cantire, the voyage from Glasgow to the Hebrides would be intirely inland, and thereby screened in a great measure from the dreadful tempests of the Atlantic.

The expence of a canal of 10 feet water, and 14 locks, is estimated by Mr. Watts the engineer at 48,405l. but as large buffes, being sharp bottomed, will require when full loaded, 11 feet, and as it is proposed to admit vessels of 120 upon the herring fishery, I conceive that 12 feet will be no more than sufficient for the purposes of fisheries*. But there is another object of very considerable importance, though hitherto unnoticed, for which a deep water

* It may be found necessary to carry the cut about half a mile along the side of Loch Gilp from its head, in order to get at once into deep water, and the same plan may be adopted at the Crinan, which will extend the whole to at least 6 miles.

canal at this place would be essentially useful. That is, the expedition, facility, and security by which troops and military baggage would be conveyed between the Highlands and the Clyde, where the troops take shipping for the places of their destination.

I am happy to hear that the expediency of this navigation is now generally admitted, and that persons of rank have it seriously in contemplation. It would be still more pleasing, were government to undertake the execution thereof, at the public expence. Highways, inland navigations, the forming or repairing of harbours, have, in all ages and countries; Great Britain excepted, been considered as public works, and consequently executed by the public. In this manner, Ireland, France, Denmark and the American states, are at present carrying on very extensive navigations*. England, whose revenue far exceeds that of Ireland, Denmark, and

* It appears by the journals of the Irish House of Commons, that between the years 1753 and 1767, a sum amounting to 717,944l. or 47,863l. annually was granted by the Parliament upon inland navigations and collieries, deepening rivers, cleansing, improving, and building harbours, forming roads, building churches, hospitals, bridges, and other public works; besides the grants and bounties in favour of the linen and other manufactures, to a considerable amount annually.

France, however, claims the honour of having nearly completed the greatest inland navigation in modern times. It was undertaken by Lewis XIV. and the states of Languedoc, to open a communication between the Atlantic and the Mediterranean; the length of the canal between Port de Cete, in the Mediterranean, and Thoulouse is 153 English miles; besides a river navigation from Thoulouse to Bourdeaux of more than 100 miles. The whole inland navigation above 250 English miles, between the sea ports. The perpendicular height of the point of partition is 639 English feet, above the Sea Lock. The expence 613,500l. This work is still incomplete on account of shoals in the river Garonne, below Thoulouse, which in dry seasons greatly interrupt the vessels. The remedy by means of a canal is estimated at 43,750l.

The canal just completed in Denmark, opens a short passage from the British sea to the Baltic, by which a navigation of some hundred miles will be saved.

America united, leaves these great national objects to the local views of traders, and speculators who clog the national commerce with excessive tonnage demands in return for the original expenditure, and annual repairs. Thus the canals in England, works which should be conducted upon the boldest plans, are stinted in every particular, and executed imperfectly, of which various instances could be produced, now too late for any effectual remedy.

England, which for a century or upwards, hath been pretending to raise empires in both hemispheres, and to rule the ocean; whose drains in support of these schemes would cover the road from Land's End to the Pentland Firth, with waggons loaded with silver†, is penurious to an extreme, where she ought to be generous, like a profligate husband who squanders his substance abroad amongst ladies of easy virtue, to whose extravagance and despotic sway, he is completely resigned; while at home, he is both niggardly and unjust.

Every Englishman who hath studied the history of his country, will coincide with this representation of the national policy, since the revolution. And it should be the endeavour of the public, to put matters into a contrary direction. National munificence, extended to national purposes, and particularly commerce, navigation, and fisheries, may be considered as making provision for posterity, besides the immediate benefit flowing therefrom to the present age.

Of

† Several years ago, a calculation was made of the extent of road, which the then national debt of 75,000,000. would cover, supposing each wagon to contain a quantity of silver sufficient for six horses to draw, and that the waggons should keep close to one another; when it appeared that the national debt, were it realized in silver, would cover the road from London to York, and 20 miles further, being 210 miles. The distance from Land's

End

Of this nature are the objects principally recommended in these sheets; the improvement of the Highlands and the fisheries of that country, to which the proposed canal will be the key-stone.

I apprehend that many persons, some influenced by a disinterested patriotic zeal, and others by less honourable motives, will propose to execute this work by means of a subscription, to be refunded, agreeable to the usual method, by tonnage dues upon such craft as shall navigate the same. To prevent those persons, and the public, from being deceived, it is necessary that the matter be stated in its true light. When a canal is proposed to be executed upon this plan, the parties concerned have at least a strong probability, if not an absolute certainty, of being repaid at the rate of 5 to 7 $\frac{1}{2}$, or 10 per cent. annually. At present, the public funds produce 5 per cent. or upwards, without any trouble whatever; which is equal to 7 $\frac{1}{2}$ per cent. upon a given sum expended in the manner now proposed, supposing that the canal had a probability in its favour, of producing that amount. The lowest expence of the proposed canal, 12 feet deep, with 14 locks, will amount to 60,000 l. The tonnage to be raised on that capital to pay 7 $\frac{1}{2}$ per cent, will be 4,500 l. annually, besides repairs, collecting the dues, and contingent expences, which may be stated at 500 l. annually; the whole, 5000 l. We are next to consider whether the tonnage of the canal will afford that annual sum.

The navigation in question is not general, but provincial; calculated chiefly for the benefit of a considerable body of indigent people, who, by means of this canal, and other public assistance, may be brought into the line of action; and, in process of

End to the northern extremity of Scotland, by the shortest road, may be 700 miles, and the expenditures of England in foreign parts, within these last 100 years, amount to 400,000,000 l. At home, during that period, she hath expended upon inland navigation, ol. os. od.

time, be able to procure a comfortable subsistence. Secondly, to facilitate the fisheries of those districts, by opening a short passage for the busses to and from the Clyde. Possibly 10 or 12 vessels from that river may also use this navigation annually, in their voyages to the Baltic, providing that the tonnage shall be moderate; but the sum arising from these will be so trifling, and so precarious, that it cannot be brought to account. Were a communication opened between Fort William and Inverness, some coasters or traders would also navigate this canal, which could not, however, afford much aid to the subscribers, and the prospect is distant. We must therefore recur to the former statement respecting the number of decked vessels, which, with every public encouragement, may be engaged in the western fisheries. These we stated at 500, which, at 10l. each, would repay the subscribers, providing that all the busses submitted to that exorbitant demand, which is very doubtful. In summer, and in apparently moderate weather, through the whole fishing season, many vessels, to avoid the tonnage, would prefer the passage by the Mull of Cantire; probably one half of the voyages would be thus performed *: if so, the subscribers would not receive 4 per cent. supposing the 10l. to be cheerfully paid by the other half, and that this toll or tonnage should not prove a strong discouragement to the fisheries. To hold out allurements for extending that branch, and at the same time, to burden it with an annual tribute of 5000l. would, in effect, defeat the laudable intention of the public. The fishing vessels generally return with half cargoes; frequently with one fourth, and sometimes in ballast.

* Merchants trading to the Baltic have already two channels for carrying on that commerce, viz. the long navigation by the Mull of Cantire, and the short passage by the great inland canal. If the proprietors of this latter navigation lower their tonnage, few or no vessels would go either by the Mull of Cantire, or by the Crinan navigation.

These

These facts being fully sustained, any demand beyond 40 s. per vessel annually upon an average, would be oppressive and detrimental to the main object. This sum, and no more, might possibly be raised by the bus's fleet, or 1000l. annually, supposing 500 vessels to be actually engaged in the fisheries.

It may be argued by the friends of a subscription-navigation, that the small craft would raise a large sum. But this argument ought to have no weight with humane minds. The craft which would navigate that canal are little Highland boats, passing to and from the Clyde, with cargoes seldom amounting to 20l. each trip; and money is of such value with these people, that, to save 5s. tonnage, they would risque the voyage by the Mull of Cantire, though, in so doing, many would perish. The arguments, which have been offered against cramping the fisheries, have double force, when applied to this petty trade; the tonnage upon boats, however small, would also protract the improvement of that infant colony.

Were the Highlands in a flourishing state, abounding in people and towns, beneficially employed in all the branches depending on the fisheries, a trifle might be raised upon their decked vessels; but these desirable objects are yet at a distance; and much remains to be performed, before it would be safe or politic to levy burdens upon these indigent people, and their insignificant traffic.

Upon the whole, the objects of an annual tonnage, instead of raising 5000l. cannot, with propriety, be calculated to raise above 1000l. which, after deducting the annual expenditures upon the canal, in repairs and attendance, leaves only 500l. to the subscribers, being less than 1 per cent. upon their capital.

But even this is too much to collect from a branch which already pays considerably to government.

Seas, rivers, and artificial navigations, leading to these distant people, shores, and fisheries, ought at least to be free. Upon this principle, every proposal of individuals should be rejected as incompatible with the cause of humanity, the general interests of the empire, and the success of that naval bulwark by which the remaining constituent parts may be retained. A draft upon the exchequer of Scotland for 60,000*l.* payable to Mr. Smeaton, or Mr. Whitworth, engineers, would at once settle the matter, and gratify the wishes of a whole kingdom.

Navigation between Inverness and Fort William.

A THIRD, or northern navigation, of very considerable utility, also claims the attention of the public. Geographers have usually described Scotland under two natural divisions; the countries lying south of the Forth, and those on the north side of that river. Such people, however, who have traversed the kingdom, must have perceived that Nature seems to point out three divisions, the south, the middle, and the north.

Between the sound of Mull on the west, and the Murray Firth on the east side of the kingdom, there is a level or chasm composed of land and water, which separates the mountains of the middle division, from those of the north, so completely, that, with the assistance of art, ships might pass between them, from sea to sea.

On the west side of this extensive valley is the Linnhe-Loch, penetrating from the sound of Mull, 24 miles * north-east, and so capacious, that ships of the line have been moored as high as Inverlochy, now known by the name of Fort William or Mary-

* The miles in the following calculations, are geographical miles, 60 to a degree; and which make 69*1* English statute miles.

burg. This fine salt-water lake communicates with Loch Creran, Loch Leven, and Loch Eil; all of which are navigable for vessels of burden, to whom they afford a safe retreat, when the violent gusts of wind render the Linnhe navigation hazardous.

The fish peculiar to these waters are herrings, white fish, salmon, trout, and phinocs, supposed to be the young of what the fishermen call the great trout, some of them weighing 30 pounds. The timber is birch and pine.

The proposed line of communication from Fort William to Inverness lies in an eastern direction, and is 53 miles in length. The first branch of which is the river Lochy, issuing from the loch of that name, at the distance of 7½ miles. It is a considerable river, very rapid, and hath a fall of 80 feet. Loch Lochy is a beautiful sheet of water, 10½ miles long; half a mile broad; 30 fathom where deepest, and never freezes. It abounds in salmon, trout, and other fish peculiar to fresh water lochs: the banks are shaded with natural woods.

At the distance of a mile on the north side of this lake is Loch Arkek, nearly of the same dimensions as the former, and whose banks are shaded with very extensive woods of fir.

Keeping due east in the line to Inverness, there is a space of 2 miles without any river; the soil gravel and earth. This may be called the canal of partition, being the highest ground in the whole extent of the valley between the two seas, and rises 22 feet above Loch Oich, to which it is joined on the east. Loch Oich is 4 miles long; a quarter of a mile wide; of sufficient depth for the purpose of navigation, and its surface is about 100 miles above high water at neap tides. Its banks, and some small islands, are beautified with woods. Here is also limestone sufficient for the supply of the whole country from sea to sea, as soon as the navigation shall be formed.

Near the head of Loch Nevis, on the western

ocean, facing the Isle of Skye, issues a rivulet called Joine Water; which, after a short course, falls into Loch Quich, 8 miles long; from thence the united waters keep a south-east direction of 12 or 15 miles; when they fall into Loch Garry, 6 miles long; 2 miles further, these auxiliary streams reach Loch Oich, from whence a river of the same name flows 5 miles eastward into Loch Ness; this river hath a fall of 55 feet, over a gravelly bottom, from 30 to 40 yards wide.

Lochness, the glory of the North Highlands*, is 22 miles long; from 1 to 2 miles broad; and from 5 to 140 fathoms deep. This loch hath some qualities peculiar to itself, some few waters excepted; it never freezes; and, in winter, it is covered with a steam or smoke, proportioned to the severity of the weather. It even softens the rigour of the air in that northern climate, and assists vegetation, particularly trees, which, on the south side, form one continued wood of small birch, ash, and oak. Its waters are also salubrious and extremely favourable to longevity. The fish are salmon, trout, pike, and eels. The surrounding woods and mountains of this loch, and through the whole tract which we have been describing, besides small cattle, sheep, and goats, are also frequented by stags, roes, harts, ptarmigans, grous, and black game; likewise the scarce bird called the capercally, or cock of the wood. The principal waters which supply this lake, exclusive of the Oich, before-

* There is about 40 miles northward, in the county of Sutherland, a lake called Loch Shin, which winds beautifully, in a course of near 20 miles, amongst hills whose declivities to the edge of the loch are generally fringed with wood. The waters of this loch form a considerable river, which forces its way in a copious torrent through a glen darkened with over-hanging trees. In one place it forms a mighty cascade from side to side, and in rainy weather is heard at a great distance. This river, after winding through a romantic country, falls into the Firth of Dornoch, at the Ferry of Invershin, about 25 miles from the sea.

mentioned,

mentioned, flow from the western coast to Loch Cluny, and from thence through a valley of many miles, called Glen Morison, where they fall into Loch Ness, near Fort-Augustus*.

From the eastern extremity of the lake issues the river Ness, gliding in a copious stream through a tract of 8 miles, to Inverness, where it falls into Loch Beaulie, a capacious salt-water lake, which communicates with the sea at a narrow strait called Ardersier, guarded by the modern Fort-George. The river Ness runs upon gravel, 40 to 80 yards wide; its greatest depth 4 or 5 feet; the declivity of the surface 45 feet. The tide flows about 1 mile above the town; but, on account of floods, and other obstructions, the cheapest and most effectual navigations would be to make cuts along the sides of the rivers, which is found to be practicable.

The whole line of communication from the Sound of Mull to Inverness, comprises an extent of 82 miles, and is thus composed of land and water, viz.

Linnhe Loch†	—	24	River Lochy	—	7
Loch Lochy	—	10	— Oich	—	5
— Oich	—	4	— Ness	—	8
— Ness	—	22			
		60			20

Land, from Loch Lochy to Loch Oich,
the level 122 feet above high water at }
neap tides —————— } 2

* The garrison at Fort-Augustus are supplied with provisions and stores from Inverness, by means of a galley of 60 tons, which ornaments this fine sheet of water.

† Mr. Mackenzie, whom I have followed, makes this loch only 24 miles. Lakes

Width of the canal 70 feet; depth 10;	Lakes	60
Length of the locks 90 feet; width 25.	Rivers	20
	Land	2
		—
		82

The navigation saved in a voyage from Inverness to the Sound of Mull, above } 200
 Ditto, from Buchaness to ditto — — 127
 Ditto, to vessels keeping the outside of }
 the Orkneys, at seasons when the Pent- } 187
 land Firth cannot be navigated — —
 Vessels of 9 feet water might pass from Inverness to Fort-William in 3 days; small craft much sooner. The voyage by the Pentland Firth is upon an average 2 weeks, sometimes 2 months.

The objects of this northern navigation are, for the most part, similar to those of the south: but as the expence will be nearly in the proportion of three to one, viz. the southern canal 60,000 l. the northern ditto 164,000 l. besides the value of grounds to be purchased, I shall attempt to state the principal circumstances relative to the latter, by which the reader will be able to form some conclusion upon the propriety or impropriety of the expenditure thereon.

The leading arguments in favour of the southern canal are the improvement of the West Highlands, and their fisheries. In those respects the same arguments are applicable to this on the north. If a new road or channel of communication be necessary on the south side of the Grampian Mountains, another road is also necessary on the north side of that ridge; and nature, as before observed, hath done much towards this desirable work. We have also, as auxiliary arguments, mentioned the benefits which the people of the Lowlands, inhabiting the south-west parts of the kingdom, would derive from the canal at Crinan. It is still more necessary to enforce this subject, respecting the people inhabiting the north-east

east side; who, far removed from the seat of government, Edinburgh, Glasgow, and other commercial marts, lie under the same inconveniences, climate and soil excepted, as the Hebrides and western shore.

This district was considered of such importance in antient times, as to draw thither the fierce Danes and other warlike people, from the northern hive of Scandinavia; who, as appears from history, tradition, hieroglyphic pillars, urns, and other monuments, maintained a long and bloody struggle, in the hopes of a final establishment; which, however, they could not effect.

Leaving those ages of hostility, we shall attempt a review of these shores in their present half-improved state.

Inverness, capital of the north, a town of great antiquity, and occasionally the seat of kings, stands in the centre of a line of coast extending above 270 miles in length. The northern side reaches to Dungsfythead, at the east entrance of the Pentland Firth, and from thence to Cape Wrath on the west. This district lies on the north side of the proposed communication with the west sea, and comprehends the counties of Ross, Sutherland, and Caithness, which compose the third natural division of the kingdom. It is entirely a Highland country; tho' along the east coast the inhabitants speak both languages promiscuously. The mountains of the West Highlands generally extend to the sea, which in many parts they over-hang in a bold magnificence. On the eastern side, nature hath been more indulgent. The district around Inverness is level and fertile; as also the whole coast of Rossshire to the distance of 20 miles from the sea, producing good crops of wheat, oats, and barley. After passing the Firth of Dornoch into Sutherland, the low country diminishes in breadth, and at the northern boundary of that county, the

mountains

mountains dip into the sea. From this pass, called the Ord of Caithness, the hills begin gradually to recede, and here the country is level and very improveable.

The chief produce of this division is grain, cattle, timber of various kinds, white marble and limestone. The river Ness is the great thoroughfare for salmon between the sea and Lochness. They are taken in cruives by a society of distant monopolizers, who farm the river, at a considerable rent annually, to the great prejudice of the natives, who are totally excluded from the benefit of this delicious Heaven-directed food. The waters of the Beaulie are still more valuable. To the fish peculiar to inland lakes, as salmon, here farmed also by monopolizers, are added the various riches of the ocean, particularly a small but well-flavoured species of herrings, which the inhabitants capture at pleasure, for home use, and sometimes for manure, being too small for curing. This species of the herring, salmon, and white fish, abound upon the whole line of coast we have been describing; but though the gentlemen of the north are both patriotic and great improvers, the generality of the peasants are miserably poor and wretched.

Were the proposed line of navigation opened to the great western fisheries, and to all the Hebride Isles, a new species of traffic and commercial intercourse would immediately arise; markets of reciprocal benefit would enliven both shores, and give employment to all those who prefer useful industry to indigence and idleness, of whom there are many thousands in this very remote district.

Nor is it the Highlands only, that requires the aid of a communication between the two seas. Due east from Inverness, the Murray Firth washes a coast of 105 miles to Buchaness, the eastern extremity of Aberdeenshire.

The

The climate along the banks of the Murray Firth is soft, and the soil excellent, as appears from the exports of grain to Glasgow, and the west Highlands. This country hath also many considerable woods, much iron ore, and some lead. The sea is bountiful in white fish and salmon, particularly the latter, which, being mostly farmed, are taken at the entrance of the rivers Findhorn, Lossie, Spey, and Devron, to the value of some thousand pounds annually. Besides the maritime districts on the Murray Firth, there are sundry extensive vallies which penetrate far into the back country, winding beautifully amidst lofty mountains, to whose heathy appearance, the verdant vallies form an agreeable contrast.

Each valley hath, as usual, its stream of water gliding through the center in numerous meanders; extremely beautiful, and often fringed with woods. The principal vallies are Strath-Spey, Strath-Avon, Strath-Devron, and Strath-Bogie, whose numerous inhabitants, aided by the patriotic exertions of the families of Gordon, Fife, Finlater, Grant, Forbes; and, in general, the whole gentry of these parts, are emerging from idleness, and bid fair, with further encouragement, to become valuable colonies, and useful members of the community.

But these shores and vallies, though thus abounding in people disposed for industry; and though amply supplied in the produce of land and water, labour under a natural misfortune, which no human efforts can remove. A ridge of hills, called the Grampian Mountains, forms an almost impassable chain from Loch Lomond to Aberdeen. This, nearly crossing the kingdom from sea to sea, cuts off the northern counties from all inland communications with the south and west, during the winter; nor do the narrow steep passes admit conveyance of goods, even in summer.

All mercantile intercourse, with the west and south-

south-west parts of the kingdom, must therefore be carried round by the long, the tedious, and the very hazardous navigation of the Pentland Firth; and all vessels passing to and from the herring and white fisheries of the Hebrides, must also hazard the same navigation; though in winter, the season of the large herrings, and most proper for curing, this passage is almost impracticable.

The same inconvenience attends the inhabitants of the West Highlands, in procuring from the east coast those supplies of grain and meal which their native mountains do not afford in sufficient plenty for half of the inhabitants, and which Ireland sometimes denies them. Of these particulars, I was furnished with an affecting narrative by persons principally engaged in this trade, for the supply of the Hebrides, as well as the main land.

Before sufficient cargoes of grain can be threshed out, or grinded into meal, the long nights, and almost incessant storms of the winter, have commenced. In this season, the merchant sends his vessel from the latitude of Mull, round Cape Wrath; from thence, along the coast of the Pentland Firth, amidst contending elements, jarring currents, and rapid tides, where she struggles to pass the strait, or to get into some creek, where she may elude the impending rocks, and all the dangers of a lee-shore, though from such creek, if the wind blows strong from the eastern points, she cannot proceed with any degree of safety.

After passing the rapid strait of 7 miles, between the mainland and the Orkneys, where spring tides run at the rate of 7 miles an hour, the vessel sees herself on the unprotected cold coast of Caithness, Sutherland, Ross-shire, or the Murray Firth, where, if so fortunate as to make the destined creek or port, she loads her cargo; and hath again to encounter the same train of difficulties in her return. The trip, outward and homeward, frequently employs

plays three months; in the mean time, the unhappy people on the western shores are reduced to the greatest distress.

At length, when the long-wished-for vessel appears on the coast, those persons who have been able to collect a few shillings, flock to the beach; when, to the unspeakable disappointment of the merchants and purchasers, the meal is often so heated, by the length of the voyage, that no person can remain in the hold above three or four minutes without being suffocated. Frequently the meal is damaged by salt water, and found in lumps unfit for human use; but even in this state, it is eagerly purchased by those unhappy people, at a price enhanced by the extra expence of a long voyage. By the proposed inland communication, the whole trip outward and homeward, would not, at a medium, require above 10 days, between the sound of Mull and Findhorn, Portsoy, and other towns on the Murray Firth; besides the safety of the vessels, and the good condition of the cargoes.

Considering this voyage in a general view, its benefits will extend more or less to the whole southern coast of Scotland, to Liverpool, Bristol, and Ireland. Vessels trading to the Baltic, and which cannot navigate the shallow canal between the Clyde and the Forth, might here find a safe passage during the greatest part of the year. The facility of this conveyance to the army is also obvious. Here is a chain of modern fortresses, viz. Fort George at the east end of the pass, Fort Augustus in the centre, and Fort William on the west; which serve, particularly in time of war, as barracks and magazines, from whence detachments of the army may be ready to sail on the shortest notice. By means of this navigation, therefore, a short, safe, and commodious military intercourse may be kept up between these detachments; and also between the two seas, upon the opposite

site sides of the island, which no enemy could annoy or interrupt.

Thus the three above-mentioned canals would open a circumnavigation, within the heart of the kingdom, to the unspeakable benefit of commerce and the fisheries. A vessel setting out from Inverness to Edinburgh on the east side of the Island, might return by Glasgow, the Hebrides, and other parts on the west side; and so, *vice versa*, as might seem most beneficial to the parties concerned. Inverness, which is well situated for commerce, would become the emporium of the north, a centrical port between the Atlantic and the east sea, supplying navigators in stores and provisions, giving employment to the industrious, and diffusing universal comfort amongst a people whose patience is completely exhausted.

This circumnavigation, amounting to about 500 miles, would include almost the whole trading part of Scotland: a circumstance which requires the most serious attention; and the more so, when we consider with what facility it might be accomplished, and the smallness of the expence, compared to the solid and permanent advantages to the Highlands in particular, and to the trade of these kingdoms in general, as will appear by the following statement:

Completing 6 miles of the canal between the Forth and Clyde, 7 feet water, by which vessels of 100 tons, built on a certain construction, would save near 500 miles, and elude privateers.

The money already advanced.

Cutting 2 miles of land, and deepening 20 miles of rivers, or rather, by making canals on the sides of these rivers 10 feet deep, between Fort William and Inverness, which would save near 200 miles.

£. 164,000

Cutting

Cutting 5 miles between Loch Cri-
nan and Lochfyne, 12 feet deep,
which would save above 100 } miles. } 60,000

Expence not yet provided for — £. 224,000

The accumulated loss sustained by the tedious and hazardous passage round the Pentland Firth, in delays, damages at sea, shipwrecks *, captures, extra freight and insurance, amounts, in one year only, to more than would complete the above works of general utility to commerce and navigation; and if to this we add the great object of relieving the distresses of 300,000 or 400,000 people; of bringing them forward into the line of action; and of opening new sources of commerce and wealth within our own island, it is matter of astonishment that these works have not been completed long ago.

Expediency of laying the Foundation of Towns in the West Highlands.—Plan of those Towns.—Estimates of the Expence.

THE necessity of bringing the Highlanders nearer to the Low Countries, by means of inland navigations, hath been stated, as the ground work in the proposed plan of national improvement. The facility by which that business may be completed hath also been explained; and no argument of any weight can be advanced against its being carried into execution. A requisition, founded on humanity, justice, and national expediency, cannot have many opponents. Happy would it be was this the only expence necessary to extend the fisheries,

* Numbers of people in the Orkney islands get a living by attending the shores in stormy weather, where they find the timbers, also casks, and other floating parts of the cargoes of vessels that have been broke to pieces on the rocks.

and to establish in those parts a populous colony of industrious subjects. In a country where soil and climate have been so niggardly of their favours, some further expenditures are positively requisite. The people should be comfortably lodged, and accommodated with provisions, firing, stores of salt, materials and utensils for the herring and white fisheries, independent of lairds, stewards, or intermediate jobbers. They should enjoy, in the most ample manner, and in all possible cases, the freedom and spirit of the British constitution. The idea of feudal aristocracy, and of feudal subordination should be utterly extinguished; and every man, of whatever degree or profession, should be master of his own time in all seasons, whether at the height of the harvest, or the fisheries, without the interference of any superior whatever. This implies the erection of towns at convenient distances, and in the most eligible situations, on those extensive shores; which towns should be endued with all the privileges of royal boroughs, for the distribution of justice, as well as the conveniency of the inhabitants in whatever relates to trade, navigation, and fisheries.

After having selected the particular lakes destined to become the scenes of population and business, it would be necessary to examine into the depth of water, the prevailing directions of the winds, and their effects; also the rivulets, woods, metals, soil, and whatever may be useful or requisite in the foundation, advancement, and success of the town. This previous enquiry into the best situations on each respective lake or bay, being a matter of considerable consequence to the present age, as well as posterity; and also to prevent bribery, jobbing, influence, connivance, partiality, or breach of trust; a committee of disinterested persons, having no con-

nections in, or with the Highlands, might be appointed by government; and, to prevent mistakes, the report, when completed, might be laid before parliament for their inspection, by which means the proprietors of lands in the Highlands, and the public at large, would have a fair opportunity of canvassing the business, of pointing out errors, if any occurred, in the selection of the place or places, and where better situations might be found.

The report being agreed upon, either in its original state or with amendments, an act of parliament would enable the committee to purchase certain lands thus approved of, sufficient, not only for the erection of the buildings after specified, accommodated with small gardens and fields, but likewise for the future increase of the towns by individuals, independent of the original proprietors.

Every town would also require a territorial revenue of 300 pounds or upwards, for the support of a clergyman, free-school, a small annuity to a resident surgeon, a superintendent of the fisheries, and such other purposes as the parliament should deem expedient during the infancy of such towns.

The price of lands, thus purchased, for the various purposes of building, accommodating, and endowing every respective town, may be estimated at 10,000l.

The buildings positively necessary at the first establishment of the proposed towns, are,

1. A key or breast for vessels of 15 feet water or upwards.

2. A range of warehouses for casks, staves, hoops, salt, nets, sails, cordage, and other materials for the building of boats and decked vessels; also for storing fish, oil, grain, meal, skins, wool, flax, hemp, bark, timber, kelp, coals, and other bulky articles. The various apartments in these warehouses

to be numbered and put under certain regulations*.

3. Sheds for persons employed in gutting, salting, and curing the herrings and white fish, and other purposes; also lofts where those persons may be sheltered at night from the inclemency of the weather †. It may occasionally happen, that the loch or bay,

* In 1776, Mr. Alexander, a merchant of Derry, for the convenience of carrying on the herring fishery in Loch Swilly, began to erect a set of buildings composed of the following denominations, viz. a complete salting house, consisting of a range of houses for all the operations, divided into four apartments, one of 20 feet by 18 as a store-room for coarse salt, which will contain from 150 to 200 tons; another room of the same dimensions for fine salt; a third, the same size, for receiving the herrings from the boats, and gutting them; and a fourth for a cooper's shop. All these apartments communicate with a second range, 80 by 18 feet, which is filled with vessels for striking the herrings, that is, putting them in salt 10 or 12 days; and this range communicates with a third, 80 by 14 feet, in which the herrings, being taken from the vessels above mentioned, are barrelled and finally cured for the shipping. Besides these, there is a dwelling house for the clerks, and other persons employed in that business, of 28 by 14 feet. All the buildings are of stone, lime, and slate, and proof against all weather. The finishing house contains the boats when not employed, and over it is a loft for the nets. Over the curing house is a capacious loft for empty barrels; over the cooper's shop are apartments for the workmen; and over the gutting house is a hoop store. These buildings cost 5 or 600l. They are a market where the country people sell their herrings, and where 100,000 may be lodged for the various operations of gutting, salting, and packing. The fishing season in this loch is from the middle of October to Christmas; the price paid by the merchant to the country boats is 4s. 6d. per 1000 of large herrings, 500 of which fill a barrel. The above-mentioned buildings might serve as a model to the proposed erections in Scotland, for which purpose an architect might examine them, and also converse with the proprietor respecting any improvements which could be made on the original plan.

† The gutting is performed by women and children, who, for the small pittance of three half-pence per barrel, travel to the fisheries from all parts of the country, and through all inclemencies of weather, carrying on their backs the infants, the meal, kettle, and other little matters, which the townless coasts do not afford. Their situation, while in this employ, during the winter season, without proper shelter, food and cloathing, reflect dishonour on the boasted humanity of Britons.

where

where a town is erected, will have no fishery, while the next loch shall be crowded with herrings and vessels. Every town should therefore be furnished with materials for erecting temporary sheds or tents, for the conveniency of persons employed in these fisheries upon shore.

4. A small market-place.
5. A corn mill.
6. A church; also a house, garden, and glebe for the minister, with proper offices.
7. A school-house, where reading, writing, the common rules of arithmetic, and practical navigation may be taught gratis.
8. A house and shop for an apothecary skilled also in surgery.
9. A house for a superintendent of the fisheries.
10. A public inn, with stabling, garden, and other conveniences.
11. A piece of ground for a common, with the privilege of a stone quarry to the inhabitants, free of all charges or demands whatever.
12. There might possibly be some difficulty in procuring useful mechanics to settle in these remote parts, previous to the regular establishment of fisheries and commercial intercourse. Therefore, to encourage adventurers, as coopers, ship and house carpenters, net makers, blacksmiths, masons, &c. it would be necessary to build 15 or 20 dwelling houses, where these persons might live rent-free; each house to be accommodated with three small inclosures. 1. For a garden and offices. 2. For potatoes. 3. For the support of a cow. The tenure of these houses and fields might be for a given number of years; renewable at the discretion of government, if further indulgence should be thought necessary; and ultimately, upon the full establishment of a town and corporation, to become the property of such town, and to form a branch of its revenue.

Such indulgencies as these; with variety of fish at no expence; exemption from taxes and excises upon coals, salt, &c. liberty to sell their herrings to vessels upon the bounty, or others, at their own option; also to take, cure, and dry white fish, not as slaves, but as freemen; with small annual bounties from government, and other particulars formerly stated, might contribute to draw thither useful workmen and fishers from every quarter, and give stability to all the valuable purposes proposed by the public.

Considering the great plenty of materials for building, in these parts, as stone, lime, timber, slate, and the cheapness of workmanship; a village thus composed of small neat houses, might be raised by contract at no great expence. The whole, including the key or keys, storehouses, church, &c. might possibly be completed for 10,000l.; consequently the founding of eight commodious ports, with all the conveniences for extending the western fisheries, improving a coast of 250 miles, besides the interior part, and three hundred islands, would cost only — — — 80,000
 Endowing of ditto as stated above — — — 80,000

Expence of eight towns	—	—	160,000
Ditto of inland navigations for opening short communications with the Highlands and the fisheries, as stated in page 433	—	—	224,000

Total amount of the original expenditure £.384,000 which would be repaid in a few years by the increase of trade, fishing, and navigation; besides opening new markets for English manufactures, and the increase of revenue thereby.

In the first progress of these towns it would be essentially necessary to have a view to conveniency, health, cleanliness and neatness. I have often observed and lamented the inattention to these objects in

in Scotland, where they are made subservient to the private interest of individuals, whose influence hath too much weight with magistracy, some of the parties concerned being themselves magistrates, or related by marriage, or consanguinity, to those in office. To this is owing the medley of symmetry and irregularity, of width, and of narrowness, which we often perceive in the same street. To this is also owing that odious deformity, by stairs on the outside of the buildings; and the permitting avaricious persons to counteract the intentions of magistrates, with the view of extorting a price disproportioned to the real value of their property. "If you do not, says "Gripus, give me 500. for my ground (intrinsically not worth 200) I will suffer the old "thatched house, kiln, or barn, to remain in the "middle of your fine new street, or I will build "upon the same." But these persons should be informed, that there is a house near Westminster Abbey, which hath a controlling power over the whole island, to whom, in the dernier resort, even the most obstinate extortioner must submit with shame, and considerable expence.

When towns are to be erected upon new foundations, the streets should be of considerable width, laid out in straight lines, crossing each other at right angles. The houses should be built, as nearly as possible, on the same model, and of the same height. A strict uniformity should also be observed in the colour of the stone, lime and slate; in the size and adjustment of the windows. A variation in any of these particulars destroys the beauty of the whole. The man therefore, who from want of taste, from avarice, or ill-natured obstinacy, remains inexorable to the intreaties of his fellow citizens, should be considered as a nuisance in society, and as such excluded for ever from holding any place of honour or profit, in the town where he resides.

To prevent such consequences in the towns proposed

posed above, the committee appointed to superintend that business, should publish on copper-plate, the plan of each town, and oblige every builder to submit thereto, under the penalty of forfeiting the premises to the town or corporation where trespasses shall be committed *. But there are objects of still greater importance, to which the committee, in this stage of the business, should pay particular regard; first, the means of inducing strangers to build; and secondly, the means whereby these strangers and their families may be supported through a winter of six months continuance, and often longer.

Though it may be necessary for the encouragement of the first settlers in these wilds, not only to accommodate them with houses, but also offices, garden-ground and fields, rent free; those who arrive at later periods, having the benefit of society, and of necessary supplies, cannot expect to be indulged to the same extent as the first settlers; the bountiful aid of government will be gradually withdrawn, but not to cease until at least 200 houses shall be built, which may be considered as the second stage of the business. The place will then assume the appearance of a town, and port; men will also embark in various branches of trade and fisheries; magistrates will be appointed, and a regular policy established.

For the speedy and effectual accomplishment of this desirable event, a portion of ground equal to a quarter of an acre should be given in perpetuity, and without a quit rent, to every person, their heirs and executors, who shall erect a house thereon agreeable to the plan for the regulation of the buildings; provided also that the expenditure on each house

* From the scantiness of level ground on the Highland shores, and the necessity of preferring the best situations for navigation, however improper the coast or beach for the purpose of building, the regularity and symmetry recommended in the erection of towns cannot be put in practice in many parts of the Highlands.

shall not be under 25l. exclusive of offices, wells, and other conveniences *.

The prospect of comfortable lodgings, plentiful supplies of roots and vegetables, and principally the possession of a freehold, increasing in its value proportioned to the increase of trade, and the number of inhabitants, would induce numbers to co-operate with government in raising these towns, and to prosecute the fisheries with unwearied perseverance. A town composed of 200 freeholders, besides labourers and other inferior classes of people, would, in the situations hereafter mentioned, soon become possessed of decked vessels, wherries and boats; a place of traffic or market for all the varieties of fish peculiar to those seas, for oil, kelp, salt, coals and timber; for grain, meal, cattle, sheep, poultry, and other produce of the main land, and the contiguous island, where, to sum up the whole, the inhabitants of the town, and country; the hardy fisherman, the coaster, and the merchant, would supply and be supplied, in the productions of sea and land.

Speculators, and superficial writers, may propose schemes for erecting towns upon easier terms to the public, and consequently more flattering to government; but every plan that doth not hold out allurements suited to the expence and hazards of the first settlers, will deceive that public and those adventurers. Such persons do not take into the account the various circumstances of soil, climate, provisions, firing, and neighbourhood. The uncertainty of the herrings, and the heavy expences to the traders and fishers, whether successful or otherwise; these and other particulars being omitted, through ignorance or design, the plausible scheme may amuse

* In Ireland, where many villages have been erected or re-built within these last 50 years, the lowest expence of a cabbin, as it is called, is 25l. they rise from that to 40l. the cost of a good farm house.

the public, but like all other quackeries, it will not bear the test of close investigation.

The most eligible Situations for Towns in the West Highlands.

THE West Highlands being composed of a double coast, viz. the main land and the Hebride islands, the situations which can afford the most general benefit to both, claim the preference.

All sensible, disinterested persons, who are acquainted with those parts, will at once see the propriety of choosing the coast of the main land for the seat of towns; because, lying in the centre, between an extensive back country upon the east, and the Hebrides directly in front on the west, the benefits of the proposed line of towns, thus judiciously placed, would pervade the whole internal districts of the continent, to the distance of 40 or 50 miles; and, in the north Highlands, from sea to sea *. By means of these towns, the inhabitants of the hills, valleys, and glens, would be drawn from slothful inactivity to useful industry; the farmer would find a ready market for his grain, potatoes, cattle, sheep, skins, wool, tallow, butter, eggs, hemp and flax; the weaver for his cloth; the spinster for her yarn; young persons for their knitted stockings; every art and profession down to the broom maker, would derive immediate benefit from a communication with populous thriving market towns, thus established along the coast; while these towns, thus supplied with country ware, would in return furnish the farmer,

* From Inverness northward, the main distance between the eastern and western shores doth not exceed 60 miles; but if we take the distance between the heads of some of the opposite lochs, as Loch Broom on the west, which is every where navigable, to Dingwall at the head of the Firth of Cromarty, the distance is only 24 miles; from Loch Broom to the head of the Firth of Dornoch, 30 miles; and from the head of Calva Bay on the west; to ditto, 35 miles.

grazier, mechanic and spinster, with herrings and white fish, both fresh and cured. The latter of which would, with potatoes, prove a comfortable support through the winter, when grain and meal often fail, and when supplies cannot be procured elsewhere *. The same effects would extend to the Hebride islands lying in the front of these towns, where

• Were the distresses of those inland parts, for the want of grain during the winter, more generally known, that circumstance would contribute to enforce the expediency of establishing towns and markets on the proposed plan without delay. The small portion of half-ripened oats and barley which hath been secured from the autumnal rains, is immediately threshed out for the use of the family, but chiefly to pay the rents at the then market price, which we shall state at 15 shillings per boll. When the spring arrives, and no grain being left for seed, the farmer must raise money by every possible means, to purchase that article, sometimes the individual grain, which he had sold a few months before, and which was stored for the purpose of selling it to the farmers at an advanced price, proportioned to the scarcity of the article, when most wanted. His family also requires a fresh supply, which he buys at the same disadvantage, and is thus kept from year to year, at the sole mercy of a laird, steward, or jobber, for daily subsistence, at a price which he can ill afford to pay. This is the general state of certain internal districts, in what is called good seasons; but, when the crops fail, through a long continuance of cold or wet weather, which generally happens every third or fourth year, the distress is beyond description, of which the following circumstance will convey some idea to those who are unacquainted with the state of that country. " In the year ——, says a gentleman, who then resided " in the Highlands, a poor farmer from a distant part of the country " appeared at our gate with three small horses, imploring three bolls " of meal to save his family and some of his neighbours, who having " exhausted their stock, had collected three guineas to purchase " grain or meal, on which errand he was commissioned. We " had a few bolls left, but our own people being in the same " situation with this man, I could afford him no relief, and ad- " vised him to proceed to Inverness, where grain, in scarce seasons, " is imported by the merchants. The man went away greatly de- " jected, his horses were reduced to skeletons, and very unfit for " the journey home, under a load. In a few days, this poor man " appeared again, to acquaint me that neither grain nor meal could " be had at Inverness, or elsewhere in that country; and that his fa- " mily and neighbours were, by that time, looking out for his re- " turn with the means of their preservation. The account of the
" scarcity

where scarcity and famine carry off numbers annually. These islands, though in general rugged, and incapable of agriculture, have many small, well-inhabited valleys and straths upon their shores and lakes. The produce is similar to that of the main land ; and also their wants. To this range of islands, containing 48,000 people, the proposed towns would give immediate relief, besides enabling them to extend the fisheries, for which business all islanders are naturally adapted.

If these towns would diffuse such blessings amongst the remote districts, and islands, we may easily conceive the still greater benefits to the centrical line and coast on which they shall be immediately placed. The object is great, humane and politic ; immortal fame awaits those in power who shall accomplish it. The situations mentioned in the former editions, for the erection of towns, having been generally approved of, by mariners, fishers, traders, and natives of all degrees in life ; I resume the subject with considerable satisfaction, and shall add such further particulars as may tend to elucidate the same to persons in both kingdoms who are unacquainted with those parts. The nautical information communicated to the public by that able and experienced navigator Mr. Mackenzie, being too expensive for general sale,

“ scarcity at Inverness rendered my situation more embarrassing than before ; our own people, and the poor, had a prior claim to my attention ; I positively refused that relief which must have been given at the expence of others, in the same situation : The poor man, having listened with impatience, and watery eyes, to the dreadful words, represented in very moving terms, the feelings and situation of his family and neighbours, should he return empty-handed,” ‘ Give me, said he, one boll, and you shall have the price of three bolls ; here, Sir, are the three guineas, ‘ I must not go back without meal, otherwise we must all perish, there is no remedy elsewhere.’ ‘ Unable to resist the simple, but genuine eloquence of the poor man, I ordered him a boll of meal, with which, and his money, I desired he would instantly depart to his family ; which order he immediately obeyed in transports of joy and gratitude,’

I shall

I shall give his remarks verbatim, in turned commas, relative to the proposed situations, that of Loch Gilp excepted.

1. The first town should be at the proposed canal between Lochfine and the Atlantic, in that division of Argyleshire called Knapdale.

“ * Loch Crinan, being open to the west, is not sufficiently sheltered for vessels in the winter-time; nor is it safe to ride long in it at any time of the year. The ground, however, is clean, and in some parts very good; and it may be convenient, on some occasions, to run for this bay, when the wind or tide is contrary, and a vessel bound to the northward cannot get to Carseg, or to the small islands of Jura, where there is better shelter. The best anchorage is between Ilan-Daveyn, and the rock, which is always above water, that lies about a quarter of a mile eastward of it. In moderate weather, a ship may stop any where northward of Ilan-Daveyn, about two cables length from the island.”

This situation hath the advantage of a soil partly level, and tolerably fertile. Knapdale abounds in black cattle, sheep, wood, and limestone. The cattle are driven to the Low Countries for sale. The woods on the banks of Lochfine are used in forges, and burnt for charcoal on the spot, by an English company for the supply of their iron works, and other purposes. Estdale, and other small islands on the coast, are composed of slate, or nearly so, of which about 3,000,000 are transported annually to various parts of Great Britain, Europe, and America.

The tract around the head of Loch Crinan, on the Atlantic side of the peninsula, is both fertile and plea-

* Though the above extract was inserted in the article of canals, it is repeated in this place for the convenience of the reader. I follow this gentleman also, in dimensions and distances, upon the west coast; where he differs very considerably from other authors and charts.

sant; an extensive plain, from which the sea hath seemingly receded, affords pasture for large herds of black cattle. The rising grounds on the north and east, assisted by lime and sea wreck, raise crops little inferior to the best tracts in the Lowlands.

Whoever visits the church-yard of Kilmartin will consider this district as having been the seat of numerous warriors, who are represented on the tombstones, in their armour; but it is affirmed by the inhabitants, that many of the stones, with the finest effigies and carvings, were brought from Icolmkill, the antient sepulchre of kings and heroes. Many small castles still remain in this district, mostly uninhabited, and some ruinous.

At the distance of 8 miles north-east from Crinan is Loch Awe, an inland lake of great depth; its banks an intermixture of woods and arable ground. Its waters afford a plentiful supply of trout and salmon to the gentlemen of the neighbourhood.

On the west side of Knapdale lies the island of Jura, separated from the main land by a narrow, but navigable channel, called the sound of Jura. This island is 20 miles in length, from 5 to 7 in breadth, and hath the appearance of one continued mountain, composed of rock, and covered with heath. Formerly it contained 1200 inhabitants; but the number hath been lately reduced through famine and migration; yet their shores abound in fish, and, in 1784, the whole sound of Jura, with the lakes on the main land, were crowded with herrings, which in a great measure were lost to the inhabitants, from the want of casks, salt, and capital. No herrings were cured, no bus-ses appeared. The captures by the boats were laid, every morning, in heaps upon the beach, waiting for purchasers. The country people flocked thither from all parts, some as far as Crief in Perthshire, at the distance of 80 miles. These poor people travelled night and day with little rest or sleep. Some had small horses with a hamper on each side; others, in more opulent circumstances, were furnished with

little

little carts. At length, when the country was supplied, the fishery ceased, though the herrings had not left the coast. Some persons proposed to cart the herrings across the isthmus to Lochfife, from whence they could be conveyed by water to Greenock. Had there been a town or village in this district, with necessary materials for taking, salting, and packing, it is probable that 50,000*l.* might have been realized in a few weeks. This loss is the more to be regretted, as the herrings seldom fall upon that south coast in such quantities, as appeared between June and October*.

In all probability the same shoal, or a detachment from it, made a voyage to the Mull of Cantire, which having doubled, they crowded northward by the Firth of Clyde, and from thence entered Lochfife, where 500 vessels might have been loaded in a few weeks. Here the country people found encouragement for their industry, by means of the water communication from this loch to Greenock, Paisley, and Glasgow.

Lochfife, the largest of all the Scottish lakes, and often the resort of the herrings, when the waters with which it communicates are forsaken, merits a particular description.

The length of this lake from Skipnish Point northward, besides the windings, is 30 miles; its breadth from 1 to 7; but, if taken in its largest sense, from Campbeltown, it will be found to measure 54 miles. Its depth is still more extraordinary, being from 10 to 92 fathoms. The herrings sometimes crowd in shoals to the very head of it, pursued by the larger fish, and attended by gulls and other voracious sea fowls, who skim incessantly upon the surface of the water, where booty can be had to reward their labour. White fish are so plentiful, that large haddocks

* Except the mackarel, nothing can exceed the brilliancy of the herring immediately after they are taken. At this time they afford delicious eating after being nitted and broiled; and their flesh is perfectly white.

are sold at Inverary for 6d. per dozen; small cod, at nearly the same price; turbot, skate, and whiting, almost for nothing. Those however, who carry their fresh fish to Greenock, get a good price.

The great depth of water affords ample scope for those monstrous fish, the whales; two of whom, attended with lesser fish of that species, and also thousands of sea-gulls, frequented this loch during great part of the winter 1784; brought thither, probably, by the before mentioned shoal of herrings, and from whose long sojourning in that narrow water, the inhabitants prognosticated a good fishery during the following season. The whales were of the largest size, and the smaller fish, possibly grampus, above 20 feet long. It is by the movements of these fish, and the birds, that the country boats know where to set their nets in the fishing season. Such are the natural advantages of the proposed pafs between the trading, and the uncultivated divisions of the kingdom. Having Lochfife on the east, and the ocean on the west, it enjoys every possible advantage for the fisheries. Situated amidst the shoals of herrings which occasionally visit that lake, and the Firth of Clyde, the inhabitants, completely furnished with boats, and decked vessels, salt and casks, would be ready on the first approach of the fish, and in all kinds of weather, to sink their nets, and even to attempt the floating fishery; thereby gaining, almost at their doors, the means of commerce and wealth. Or should the herrings appear on the west side of the peninsula, the people, by means of the canal*, would soon arrive at the fortunate lake or bay.

Their

* I have not been able to form a positive conclusion respecting the comparative natural advantages and disadvantages of the two opposite bays at the extremities of this paf, for the purpose of establishing the proposed town or market; I shall only therefore state a few remarks which seem to give Loch Gilp the preference.

Around

Their local situation and superior opulence would also enable them to embark in the white fisheries with boats and vessels, better manned and provided than those which the indigent natives use at present. This place would likewise become the great resort and thoroughfare of mankind, a centrical mart to which the Highlanders from all the northern parts of the main land, and the numerous islands facing that coast, would bring the produce of their country and seas, as to a ready market; or should that fail, they would find themselves within two tides of Greenock upon the Clyde, of itself a considerable mercantile town, but still more important from its being the chief port of Glasgow, a city well known in the commercial world. On the other hand, the people of the Lowlands would resort to this Highland mart, to sell or barter their various manufactures; and even the English riders, who in all seasons, and in all kinds of weather, pay their respects to every town in Scotland, would find their way to the banks of Lochfyne, with their samples from London, Coventry, Birmingham, Manchester, Sheffield, Leeds, Wakefield, Kendal, and other industrious towns of that industrious kingdom*.

Upon

Around this bay the soil is good, and the communication with the Clyde easy and expeditious, without the trouble of navigating the canal. Loch Gilp is likewise a stage on the main road from Inverary to Campbeltown, and Ireland. A road is also forming, at the expence of the gentlemen of the county, from this place to Oban, and the whole north-west coast of Argyleshire.

* Thirty of these riders are sometimes in Glasgow at the same time. They live well at the inns, where they spend freely, and treat their customers like gentlemen. They have often reason to complain of the scarcity of cash, and the poverty of the people. Were the measures recommended in these sheets completely adopted, and vigorously prosecuted, these complaints would cease. The English traders, instead of hundreds, would take thousands, and better paid. Many traders are their own riders. They behold, with their own eyes, the integrity of their customers, and the difficulty which these people find in attempting to

Upon the whole, this opening or pass to the *terra incognita* of the British dominions, accommodated also with a place of general traffic, would be the key to those numerous shores, lakes and islands, whose hospitable and virtuous natives have been left to the mercy of boisterous elements and unpropitious seasons, to languish and to perish through neglect, famine and despair. This therefore becomes the first object of attention in the improvement of these western coasts ; the ground-work of the whole arrangement, worthy the immediate attention of the legislature, and calling strongly upon the feelings of every liberal humane mind in both kingdoms.

2. OBAN: The district lying north of this place is called Nether and Mid-Lorn. It is almost environed with water, viz. The ocean on the west, Loch Etive on the north, and Lochfife on the east. The coast is every where indented with sounds, lochs, bays and creeks, as Loch Craignish, abounding in small islands ; Loch Melfort, Loch Fechan, the sound of Kerrera, Oban bay, and the beautiful Loch Etive ; whereon stands the antient royal castle of Dunstaffnage. On the banks of these waters are many tracts of good arable ground, and much wood. The coast is almost covered with inhabited small islands, as Scarba, Lung, Torsa, Esdale, Seil, and Kerrera. Those islands, and some part of the opposite coast, afford inexhaustible quarries of excellent slate. Some of them, assisted by limestone and sea-wreck, produce good crops ; but neither the most

discharge a moiety of their debts. This, the English trader laments, while, from his confidence in the people, he solicits fresh orders. "I would sooner," says he, "trade with my Scotch friends to the extent of three thousand pounds annually, than with America or the West Indies, for double that sum. Here my money is generally safe, my customers are within the reach of an annual journey ; if they cannot discharge the old score, they do as far as their abilities enable them. If they were in better circumstances, my claims would be better paid."

fertile

fertile tracts, nor the most favourable seasons in the Highlands, furnish sufficient supplies of grain for the inhabitants.

The coast of Lorn, hitherto unfrequented by travellers, is now laid open by means of a road generously carrying on at the expence of the country gentlemen.

This medley of land and water, of heathy mountains, naked rocks, and sloping fields; of little islands, bays, creeks, head-lands, and narrow channels, overlooked by the lofty mountains of Jura and Mull, * rising majestically from the Western Ocean, forms a landscape too complicated for prose description, but which may furnish the bard of some future period, with rich materials for the flights of his imagination †.

Towards

* The lofty mountains of Jura rise in the form of a sugar-loaf, and are called the paps of Jura. The highest is nearly 3000 feet, and commands a most extensive prospect of the Hebrides, the north of Ireland, and the firth of Clyde. The people of this island are remarkable for longevity, and are subject to few distempers, except those which arise from want of nourishment.

† In this division is the gulph or whirlpool of Corryvrekan, which is thus described by Mr. Mackenzie:—"Corryvrekan is a violent breaking sea and whirlpool, formed between the islands Jura and Scarba, which will wash over any ship's deck, and be apt to sink her if the hatches are open. The whirlpool is occasioned chiefly by an excessive rapid tide, which runs over a high steep rock, which lies on the north side of the sound, near the west point of Scarba. The rock tapers almost to a point at the top; over which the least water found was 16 fathoms: about 25 fathoms from it, on the east and west sides, the water is 36 fathoms deep; and 50 fathoms from it, the depth is 47 and 50 fathoms; 50 fathoms from it, north-west, the water is 83 fathoms deep; and 200 fathoms from it, south-west, the depth is 91 fathoms; so that this rock must be near 100 fathoms perpendicular, and its top 16 fathoms below the surface of the sea. At this rock the stream is so excessively rapid, and the sea swells and breaks so violently, even in the calmest weather, that it is impossible to measure the greatest celerity of the stream; but it does not seem to be less than 12 or 14 miles an hour. The principal stream of flood enters this sound from the eastward, and runs out towards the north west, forming an eddy about 2 miles long on the west end of Scarba. During

Towards the northern extremity of Mid Lorn, is the beautiful sound of Kerrera, and Oban bay, destined by nature for a place of trade. "In the sound of Kerrera, by some called the Horse-shoe, from a small creek in Kerrera, which is so named there, is very good anchorage for ships and vessels of any size; and it is a convenient place for vessels that are bound either northward or southward. The best parts to ride in are in the bay of

the time that the stream of flood runs westward through the middle of this sound, there is a counter stream that runs eastward, close along the shore of Scarba; and at a small point of that island, opposite to the whirlpools, is reflected southward toward them; and by its oblique direction, contributes to increase their ejection, and the rage of the waves. This counter-stream seemed to run about 5 or 6 miles an hour; for a boat with 6 oars, in a calm day, could not stem it. The sea here continues to break, during ebb-tide, as well as with flood, but not so violently as with the flood. The sea rages, and forms itself into whirlpools on the Jura side of the sound likewise, both with ebb and flood; but the waves do not swell to such a height as in the part called the *gulph*, on the Scarba-side. During slack-water, which continues about half an hour with spring tide, and a whole hour with neap tide, the sea in this sound is as smooth as in other neighbouring parts. The stream of flood and ebb sets in on the Jura side, half an hour sooner than on the Scarba side.

If a vessel happens to be becalmed near the east entry of this sound, with flood and spring tide, if there is not a brisk breeze of wind, it will be in vain to get past Corryvrekan, either by sailing or towing: the most prudent way seems to be, to secure the hatches, and every thing that is loose on deck, and to endeavour by the sails and helm, to steer the vessel right through the middle of the sound, so as the tide may carry her between the most violent breakers, which lie on each side. If the tide shall happen to carry her very near the Jura side, it will be best not to attempt to get clear of it altogether, but to keep so near to it as that the tide may carry her between the eastmost small island and Jura; by which means, if the wind is any thing favourable, she may be brought into a small bay in Jura, opposite to the little island, where she may ride on clean ground, and pretty well sheltered, till the tide becomes favourable. To avoid being carried through Corryvrekan, when coming from the south with flood-tide, keep near Rulantra island, and then a moderate breeze of wind will be sufficient to carry the vessel past the sound of Scarba: or the tide alone will do it, except when it is about an hour before high water.

" Oban; and opposite to Oban, near Kerrera; and
 " between the ferry house of Kerrera and Ardna-
 " chroik, nearest the latter, on 8 or 10 fathoms,
 " without going within the bay, for it shallows fast
 " near that shore."

Oban bay is defended from westerly and southerly winds by the isle of Kerrera, which, at a small distance, stretches directly across it; on the east it is completely sheltered by the high lands of the continent. It is however open to north-west winds, which sometimes force in heavy seas by a narrow channel at the termination of Kerrera. Oban Bay hath from 11 to 26 fathoms water; a depth somewhat inconvenient for such vessels as resort thither. * Oban lies in the tract of fishing vessels and coasters passing to and from the North Highlands; and being situated near the entrance of the great Loch Linnhe, it may be considered as the western port of the proposed navigation between the Atlantic and Inverness. It lies also at the south entrance of the sound of Mull, a capacious channel, which separates that great island from the continent. The islands on the south, to which Oban is the port, have already been mentioned.

In front and on the north are Kerrera, Lismore, and Mull. Kerrera is a pleasant improveable island, 3 miles in length. Lismore is above 7 miles in length; and being composed of limestone, is considered as the granary of that coast. Mull is 25 miles in length, and in some parts nearly the same in breadth. It is in general a rugged barren country, incapable of supplying its inhabitants in grain, for which it chiefly depends upon the port of Oban, as doth the whole coast and islands of this district, Lismore excepted.

Some years ago, the convenient situation of Oban

* Which afforded ample scope for two young whales, who in August 1784, followed the herrings into this bay and remained several days, playing upon the surface.

for the relief of the people, and the various purposes of navigation, commerce and fisheries, being represented to government, a custom-house was built at the head of the bay, but neither key, wharf, nor storehouse. The want of a key was found so very inconvenient, that the collector and comptroller of the place, expended out of their pitiful salary, about 20l. in running out a little dike, to which a small vessel may lay her side, and this is the port of Oban. The town consists of two or three slated houses, viz. the custom-house, and the inn; also a few huts built in the Highland style.

Fortunately the parish church is within 4 miles; a short step for a Sunday mornings exercise, compared to 20 miles, the medium distance in other parts.

Two merchants reside at Oban, the landlord of the inn and his brother; who jointly carry on the whole trade of the place. They supply the continent and islands with meal from the east coast, by the Pentland firth; and with other necessaries, from Glasgow, by the mull of Cantire. They have also a concern in the remaining herring buses fishery beforementioned; and here I saw the crew of a vessel go through a close examination respecting their age, residence, &c. at the custom-house, on their clearing out for Loch Broom. They were in general short, but stout young men, and seemed to be in good spirits; they loved Rodney with all their hearts, and did not fear the Monsieurs and the Dons; no, nor the Mynheers neither, should they all three come athwart the British line,

3. LOCH SUNART. Northward of Oban lies Loch Etive, a narrow inlet of considerable length; Loch Crerin, and the Linnhe Loch, whose waters almost environ Upper Lorn, a country abounding in picturesque views.

On the north side of the Linnhe Loch is the last district of Argyleshire, called Morven*, environed

* The native country of Fingal, the Caledonian monarch, of whose exploits the Highlands abound in traditional songs, and wonderful stories.

also by water; and on the west lies the main length of the island of Mull, separated from the continent by the sound of Mull, a noble and safe channel, 11 miles in length, $\frac{1}{2}$ to $1\frac{1}{2}$ in breadth, and accommodated with several excellent bays, particularly Tobir-moire bay, an extensive circuitous basin, on the Mull side, where in 1588, the Florida, one of the largest ships of the Spanish armada, was blown up by Mr. Smollet of Dumbarton. Several attempts have been made to recover the supposed treasure on board, though at the depth of 60 feet. Pieces of gold and silver, beads, pins, toys, and some fine brass cannon, have been recovered, but not sufficient to defray the expence.

At the north entrance of the sound of Mull, on the continent, is Loch Sunart, "a long arm of the sea, resembling a river, and very little stream of tide in it. It is quite well sheltered, the ground almost all of it clean and good, and capable of several hundred sail of the largest ships. The greatest inconvenience of this harbour is, the narrowness of the entrance, which is little more than a cable's length wide in the best channel. Small vessels, to ride in a considerable depth, must lay one anchor on shore, except at the head of the loch; but large ships may anchor almost any where above a cable's length from the shore.

" Kylefnacon, on the south side of the island Orosay, is an extraordinary good place to ride in, being well sheltered, the ground good, and the depth sufficient for any ships. The bight on the east side of this island is also good anchorage, about a cable's length from the shore.

" Between the two largest islands off Camiseen, there is good anchorage on 7 or 8 fathoms water. Also on the west side of the point and island, southward of Camiseen."

Loch Sunart penetrates above 12 miles into the

country of Morven ; abounds in small isles, and is navigable for large ships the whole way.

Its situation, at the north entrance of the sound of Mull, facing Tobirmoire bay, points out the utility of an establishment at this place, which would enliven an extensive district on the continent, and the northern part of Mull. The division of Morven, called Ardnamurchan, is in general a level corn country, and very populous. That excellent, but unfortunate gentleman, Sir William Murray, perceiving the abundance of lead ore upon the banks of Loch Sunart, began and completed the expensive operations of mining, in which some hundred people have been employed at Strontian. But the glory of Loch Sunart is its woody banks, occupying a surface of 10,000 acres, and affording a never-failing source of wealth to the proprietors.

4. LOCH URN. The northern extremity of the sound of Mull is formed by the point or cape of Ardnamurchan, the most westerly land of the continent ; and here leaving Argyleshire *, and the Campbells, Macleans, and Macneils, we enter Invernessshire, the residence of the Macdonalds, Macleods, Camerons and Fraziers. This shire, with Ross and Sunderland, extends from sea to sea, thereby enjoying a double fishery, of which the west coast is the most considerable.

After doubling Ardnamurchan, the first inlet is called Loch Moydart, which receives the waters of Loch Shiell, a narrow inland lake, which stretches in the direction of Fort William, but its communication with Loch Moydart is not navigable, and nature hath formed a barrier against any passage by this channel from Fort William and the west sea. Passing Loch Hallyort, Loch Morrer, Loch Nevish,

* The length of Argyleshire from the point of Ardnamurchan to the Mull of Cantire is 114 miles ; the medium breadth from 30 to 40 miles, except the peninsula of Cantire, which is from 5 to 9 miles. To this great extent of territory may be added Illa, Jura, Mull, Tirey, Coll, and a number of lesser islands.

and various bays of inferior dimensions, we arrive at Loch Urn “ in Glenelk, a large well-sheltered arm of the sea, of easy access, the ground good, and capable of receiving a numerous fleet of the largest ships. They may anchor any where from Raser to Barisdale, only avoiding a spring-tide rock on the north side, which is a little eastward of Arnisdale. Small vessels may ride in a moderate depth in the bay of Arnisdale, between the rock off the east point and the shore, on 9 or 10 fathom water. Opposite this loch is Lochindaal, a small bay in Sky, where ships of any burden may ride safe, particularly on the south-west side, under shelter of the peninsula. Go not further up this bay.”

The advantages to navigation from two opposite bays, one on the continent, 5 miles in length, and the other on an island, need not be enumerated, and this circumstance, as well as the excellency of Loch Urn for shipping and the herring fisheries, gives it a preferable claim to become the mart of this double coast.

The back country falls off in natural produce, as doth the whole coast from Argyleshire to the Pentland Firth; but the sea hath made ample amends. Where corn fails, fish abound. The shoals of herrings appear upon the more fertile coast of Argyleshire once in an age; but along the sterile shores of the north, they crowd to the furthest extremity of the lochs, unless when the north-east winds keep them out at sea. Of these shoals, Loch Urn hath occasionally a good share *.

Opposite

* Mr. Pennant thus describes Loch Urn, which curiosity led him to explore in a boat.—After a struggle of 3 or 4 miles, with wind and tide adverse, we put into Loch Urn, on the Inverness coast, and anchored near a little isle on the south side, 4 miles within the mouth land on the north side, 3 miles distant from our ship, and visited Mr. Macleod, of Arnisdale. I shall never forget the hospitality of the house: before I could utter a denial, three glasses of rum, cordialized with jelly of bilberries, were poured into me by the irresistible hand of good madam Macleod. Messrs.

Opposite this Loch, at the distance of 2 miles, is the isle of Sky, 54 miles in length, equal in dimensions to Cheshire, and containing 15,000 inhabitants.

Though the island is, upon the whole, one continued mass of heath and mountains, it exports 3 or 4000 black cattle annually, and hath some spots of fertility, particularly the district of Strath, which lies contiguous to Loch Urn. To this great island therefore the proposed market town will be essentially beneficial, as well as to the lesser islands of Canay, Rum, Scalpa, Rasay and Rona. Loch Urn is also in the neighbourhood of Bernera, the usual pass between the continent and Sky, furnished with barracks sufficient to lodge 200 men, and from

Lightfoot and Stuart fallied out in high spirits to botanise ; I descended to my boat, to make the voyage of the lake.

Steer south-east. After a small space the water widens into a large bay, bending to the south, which bears the name of Barrisdale ; turn suddenly to the east, and pass through a very narrow strait, with several little isles on the outside, the water of a great depth, and the tide violent. For 4 miles before us the loch was straight, but of an oval form, then suddenly contracts a second time. Beyond that was another reach, and an instantaneous and agreeable view of a great fleet of busses (August 6) and all the busy apparatus of the herring fishery ; an unexpected sight at the distance of thirteen miles from the sea. A little further the loch has a very narrow inlet to a third reach, this strait is so shallow as to be fordable at the ebb of spring tides ; yet has within, the depth of ten and seventeen fathom : the length is about a mile ; the breadth a quarter. About seven years ago it was so filled with herrings, that had crowded in, that the boats could not force their way, and thousands lay dead on the ebb.

The scenery that surrounds the whole of this lake, has an alpine wildness and magnificence, the hills of an enormous height, and for the most part cloathed with extensive forests of oak and birch, often to the very summits. In many places are extensive tracts of open space, verdant, and only varied with a few trees scattered over them : amidst the thickest woods aspire vast grey rocks, a noble contrast ! nor are the lofty headlands a less embellishment ; for through the trees that wave on their summit, is an awful sight of sky, and spiring summits of vast mountains.

On the south side, or the country of Knodyart, are vast numbers of pines, scattered among the other trees, and multitudes of young ones springing up.

whence

whence there are military roads to Inverness, Edinburgh, and Glasgow*.

3. GARELOCH. From the north end of Mull in latitude 56-50, to Cape Wrath, in latitude 58-44, the Long Island lies parallel to the continent, at the distance of 25 to 60 miles westward. The intervening channel is divided into two parts by the isle of Sky, which stretches across in a north-west direction, till it reaches within 17 miles of the Long Island. This channel, where contracted, is called the *Mincb*, and is the great thoroughfare of European shipping to and from the north seas. Through this pass also, the shoals of herrings proceed in their southern migration, often filling the lochs of both islands, though of little use to the inhabitants,—from the want of salt and other necessaries.

On the east side of Sky, indulgent nature hath also left a channel between that island and the continent, of sufficient depth for ships of any burden, but chiefly navigated by herring busses and small craft. It commences at the mouth of Loch Urn, is 10 miles

* The miserable state of the people in this neighbourhood, as represented by doctor Johnson, affords an unanswerable argument in favour of the proposed town. Here the doctor experienced the hard fate of all travellers who are under the necessity of putting up at the inns of these neglected regions. Having travelled from Fort Augustus through an almost uninhabited tract of near 50 miles, he was told at Glenelg, that on the sea side he would come to a house of lime, slate, and glass. This image of magnificence raised his expectations; at last he arrived at the inn weary and peevish, and began to enquire for provisions and beds. Of the provisions the negative bill of fare was very copious. Here was no meat, no milk, no bread, no eggs, no wine. He did not express much satisfaction. Here, however, he was to stay. A new disappointment awaited him. He goes to examine his lodging. Out of one of the beds, on which he was to repose himself, started up, at his entrance, a man black as a cyclops from the forge. Sleep, however, was necessary. A faithful guide from Inverness at last found some hay, which the inn could not supply. He directed the Highlander to bring a bundle of it into the room, and slept upon it in his riding coat. Mr. Boswell being more delicate, laid himself sheets, with hay over and under him, and lay in linen like a gentleman.

in length, and in one place a quarter of a mile only in breadth, where droves of horses and black cattle are swam over from Sky to the continent for sale. The horses are pushed off a rock into the sea, and conducted over, 4 at a time, by a little boat and two men, having a pair of horses on each side, held with halters. The black cattle are swam over in droves from 6 to 10 or 12 at a time, tied with ropes fastened from the horn of one to its tail, and so to the next; the first being fastened to the pilot boat. Through this pass also, the herrings, in certain winds, penetrate to the south, when of course every opening is filled. Spring tides run here at the rate of 7 miles an hour, and the channel abounds in safe bays, generally ornamented with the castles or seats of the proprietors of these shores. Near the north end of the channel, we enter Ross-shire, possessed chiefly by the Mackenzies, and Monroes. The coast, after passing the sound of Sky, is one continued line of bays and lochs, as Loch Duich, Loch Carran, Loch Kiferne, Loch Toscaik, Applecross bay, where the main expanse of the channel again opens to view, having the continent on the east, Sky on the south, the Long Island on the west, and the main ocean on the north. It contains a surface, of 55 miles in length, by 40 upon a medium in width, unincumbered with rocks or shallows, abounding in fishing banks, its shores on every side deeply indented with lakes, some of them extending above 10 miles within land, and all of them the occasional resort of herrings in boundless numbers, and of excellent quality; besides white fish, flat fish, salmon, trout, and shell fish. To these favourable circumstances, is to be added the contiguity of these inhabitants to the great north-sea white fisheries, from which much wealth may be realized, were the people accommodated with stores, provisions, and fishing materials.

Such are the local and maritime advantages of this northern

northern corner, and if we also take into the account the number of people around these lochs, their promptitude, and natural fitness for fisheries, whether by boats or decked vessels; the disposition of the gentlemen for affording them every encouragement and relief, as far as their abilities will admit; a seasonable effort on the part of government, in favour of this district, will ensure the most substantial benefits to the British kingdoms, in strengthening their navy, extending their exports, and introducing their manufactures amongst a numerous people hitherto known only by name to the empire. To this channel, or more properly this capacious bay *, itself a fishing ground, environed also with more than 50 openings,

* Though each loch, bay, sound or creek, however small, hath a name, yet this large body of water, and its fisheries, have no particular appellation, being promiscuously called the Loch Broom, or the Hebride fisheries. We have an English channel, an Irish channel, and a Saint George's channel, but no Scottish channel; and as this sea lies immediately within that kingdom, I had resolved to propose that it should hereafter be distinguished by that name, upon charts and maps. Contemplating afterwards, the benevolent disposition of his present majesty towards all his subjects, without distinction or partiality; his confidence in a people who had long been kept at a distance from the throne; the still further indulgencies proposed in favour of their country, the prospect of success, and the happy change which is likely to be effected thereby during his majesty's reign. I wish to perpetuate the remembrance of that reign and those events, throughout the Highlands, by honouring them with the title of KING GEORGE'S CHANNEL, and this, in the name of all Highlandmen of whatever rank or description. And it being the sociable practice of Highlandmen in all ages, to seal, ratify, and wash down every compact or bargain, in good old ferntosh, let every loyal patriot pay a due regard to the following sentiments:

The King and Royal Family.

May the spirit of the English constitution reach every glen, strath, and shore of the Highlands, with the Hebride isles.

The Land of Cakes.

May the Improvement of the Highlands and Fisheries engage the attention of King and Parliament.

Short communications with the Clyde and the Murray Firth, free of tonnage dues.

The

openings, the great receptacles of fish, and contiguous to those inexhaustible sources which a surrounding ocean affords, the attention of the public should be particularly directed.

On the Long Island at Stronaway, one of the finest bays in Europe, no effectual establishment hath yet been made, though for a time the residence of Dutchmen, and greatly encouraged by the late Earl of Seaforth and his successor.

The trifling progress of this place, in a course of two centuries, affords a fresh proof that public munificence well applied, and that only, can effectually accomplish the great object of improving those remote seas and lakes, and of bringing their valuable productions into the general line of British commerce.

After leaving Applecross bay, and its well-cultivated populous shores, the great Loch Torridon presents itself; "a long arm of the sea, of easy access, " well sheltered, and almost all of it good holding- " ground. Several hundreds of the largest ships may " ride in it in safety in all weathers."

Almost adjoining to Loch Torridon is Gareloch, or as it is called by the natives Loch Gareloch, "a large bay, sheltered almost on all sides, with " clean ground in all parts of it, and good holding- " ground in the principal anchoring place, and cap- " pable of a fleet of the largest ships. There are " no rocks or shoals to be feared either in it or near

The speedy erection of Royal Boroughs on the west coast, where the industrious may buy and sell, not as slaves, but as freemen.

The friends of the fisheries of Great Britain.

May all unnecessary restraints be abolished.

No salt duties, or custom-house fees.

Liberal bounties to busses and boats.

Ready markets in Europe and the West Indies.

The wooden bulwarks of Great Britain.

Prince Henry, and the tars of Old England.

May every hardy fisherman be ready to serve his king and country, when called upon in a just cause.

" it.

" it. Ships may ride in any part of this loch, when
" it does not blow hard from the west or south-
" west, particularly on the east side of Island Longa.
" The best part in winter is any where between
" Island Horisdale and Flowerdale, on from 9 to 20
" fathoms water. Small vessels may anchor in win-
" ter on the west side of Island Horisdale, on the
" south-east side of the rock in the sound which is
" always above water."

This noble bay extends near 4 miles within land, by 2 in breadth. Its shores are populous, containing 3000 inhabitants, who are alternately engaged in the herring and white fisheries, * yet these poor people bleed their cattle in the spring and fall, which they preserve to be eaten cold; a species of food very general in the Highlands, from the want of grain. In Buchanan's time they eat both the blood and the meat, raw.

The inhabitants of this place preserve their potatoes by drying them in kilns.

Gareloch is surrounded by little inland lakes and rivulets, containing salmon and trout. The edges of the waters are generally covered with timber or

* Herring, says Mr. Pennant, offer themselves in shoals from June to January; cod fish abound on the great Sand Bank, one corner of which reaches to this bay, and is supposed to extend as far as Cape Wrath; and south, as low as Rona, off Sky, with various branches, all swarming with cod and ling. The fishery is carried on with long lines, begins in February, and ends in April. The annual capture is uncertain, from 5 to 27,000. The natives at present labour under some oppressions, which might be easily removed, to the great advancement of this commerce. At present the fish are sold to some merchants from Campbeltown, who contract for them at two-pence farthing a-piece, after being cured and dried in the sun. The merchants take only those that measure 18 inches from the gills to the setting on of the tail; and oblige the people to let them have two for one of all that are beneath that length. The fish are sent to Bilboa: Ling has also been sent there, but was rejected by the Spaniards. This trade is far from being pushed to its full extent; is monopolized, and the poor fishers obliged to sell their fish at half the price to those who sell it to the merchants.

grain.

grain. The same kind of waters extend as far as Loch Broom.

6. LOCH EWE. "This is a large well-sheltered bay, of easy access, a moderate depth of water, good ground for the most part, and where fleets of the largest ships may ride in safety at all times. The best places to ride in are, on the east side of island Ewe; and in the bay of Tunag, on the east side of the bay, off Inveraspadale, and off Pluckart, near the head of the loch."

This capacious bay penetrates 6 miles into the country, where it receives, through a narrow passage, the waters of Loch Maree, a beautiful fresh-water lake, 12 miles in length, in one part 5 miles in breadth, of great depth, and abounding in salmon, char and trout. Of the trout is found the species which weighs from 25 to 30 pounds. The banks and head-lands of this lake are, as usual, fringed with woods.

The narrow strait through which the waters of Loch Maree pass into the bay, is the centrical station between Inverness on the east, and Stronaway in the Long Island on the west, communicating with the former by a military road, with the latter by a government packet, which sails from port Ewe every second Monday, and hath a commodious cabin. This is the last thoroughfare between the two seas in Scotland, on which account, as well as its situation for the fresh and salt water fisheries, its populous shores, and the security of its bay for shipping of all dimensions, it hath a claim to public attention.

7. LOCH BROOM. "This is a large and safe arm of the sea, capable of containing hundreds of the largest ships; and no rocks or shoals within it, but one ledge on the east side of Ulapoole, which extends above a cable's length from the shore, and is avoided by keeping one third from the Ulapoole side. The best places in this loch to anchor in are, in Ulapoole bay, on 14 or 15 fathoms

"tho'ns water, above a cable's length from the shore, and any where above Logie point, on from 13 to 24 fathoms."

"Loch Kenard is a harbour on the east side of Island Martin, about a mile northward of the mouth of Loch Broom, in which vessels may ride very safe on 4 or 5 fathoms water, good ground, and well sheltered."

The entrance to this celebrated lake forms a capacious bay, 5 miles in length, and from 7 to 10 in width.

Loch Broom extends 7 miles further into the country, is from $\frac{1}{2}$ to 3 in width, and of great depth. This lake on the west, and the firth of Cromarty on the east, approach so near each other, that the distance in a direct line, between the salt water on each side, does not exceed 25 miles. The produce of the country around Loch Broom is cattle, which are generally purchased by graziers from Yorkshire; also timber, mountains of marble * and limestone.

* As the north of Scotland abounds in marble of curious colours and qualities, it may be proper to employ certain qualified persons to examine into the different veins, and make a report of their observations to government. The expediency and utility of such information will appear from the following account of this manufacture in Ireland, delivered in the manner of a journal. Having, says the author, observed every thing remarkable in Kilkenny, we paid attention to its environs, and among other places visited the marble mills, the finest piece of mechanism our eyes ever beheld. I think the inventor, Mr. Collis, ought to have his statue cut by the chisel of a Praxiteles. This admirable invention is situated a small mile below the town, upon the river Nore, in a delightful bottom, the passage to it through a pleasant grove. This engine, or rather the different engines, do their marvellous work by the help of the river, and are so wonderfully contrived, that they saw, bore and polish at the same time. I am concerned that I have not judgment enough to describe it fully as it deserves; had I not seen any thing worthy of notice in this kingdom, but this one, I should think all my labours fully paid. Near the mill are apartments called warehouses, where you may see such a diversity of chimney-pieces, cisterns, buffets, vases, punch-bowls, mugs of different dimensions,

limestone. The rivers and fresh water lakes communicating with Loch Broom, abound in salmon, trout and char. The shores are populous, but the people are discontented, and strongly disposed to emigrate. On these accounts, Loch Broom appears to be a proper station for a town or village, and still more so when we consider it in a commercial light.

This lake is not only the greatest resort of herrings in Britain (the Shetland isles excepted) but the fish have the reputation of being the richest, and most delicious of any that have been taken in the western seas *. Loch Broom hath therefore been the

sions, frames for looking-glasses, pictures, &c. that they would employ the eye the longest day, and yet find something to admire. The marble quarry that this precious work is formed from, is not above 200 yards from the mill that does all these wonders ; and though it is not variegated like the Italian, I am told it is full as durable, and bears as fine a polish as any brought from Italy. Though the stone in this quarry sometimes might weigh several ton, yet the method the contriver has used to lift them, draw them out, and convey them to the mill, without any other than manual operation, adds still more to the surprize. I am informed this ingenious gentleman sends yearly several ship-loads to England. Several, I am informed, have been to examine this artful wonder, (for it is open to all) but I cannot hear that any one has attempted to imitate the machinery. It is perpetually at work, like a ship at sea, by night as well as by day, and requires little attendance.

* From Orfordness, says Sir William Monson, the herrings direct their course to the North Foreland in Kent, where they furnish both the English and French shores with so many as are taken by both nations, though they be both shotten, and of the worst kind.

An easterly wind carries them the length of our channel, till they arrive at the Land's End in Cornwall ; from thence they divide themselves like a fleet of ships that should be directed by a general. Some go through St. George's channel, betwixt England and Ireland ; others to the westward of Ireland, till they arrive at the islands of Hebrides, the place of rendezvous ; and we may suppose they are at home, by the strength and goodness they find in that place ; for though they run the length of our channel lean and sick, yet as soon as they repair to those islands, they become the largest, the fairest, and the best herrings in the world ; and here they are taken in loughs and harbours, as I have said, and valued at 40s. the last above others :

chief

chief scene of the western fishery for many ages, and is at present the most usual rendezvous of the busses from the Clyde, though much discouraged by the dangers of a long navigation, which, as hath already been observed, might be shortened with great facility. Loch Broom hath also sustained a temporary misfortune during these last 7 years, owing, it is conjectured, to the unusual prevalence of easterly and north-easterly winds, which force the herrings by another channel, in their migrations southward.

Near this lake is little Loch Broom, $3\frac{1}{2}$ miles in length, half a mile in breadth, and very deep; where also the herrings crowd to the farthest extremity *.

8. From

* This character of the Loch Broom herrings is thus corroborated by Mr. Pennant, who ate them on the spot.—Found in our harbour some busses, just anchored, (July 28) in expectation of finding the shoals of herrings usually here at this season; but at present were disappointed: a few were taken, sufficient to convince us of their superiority in goodness over those of the south: they were not larger, but as they had not wasted themselves by being in roe, their backs, and the part next to the tail, were double the thickness of the others, and the meat rich beyond expression. It is, here proper to remark, that as Mr. Pennant speaks of the summer herrings, and Sir William Mouson of the winter herrings, they are both right, though they differ in their description of the size; the early herrings are small on their first arrival, but they gradually increase in size, and about December they are very large.

The parish of Loch Broom, adds Mr. Pennant, is one of the largest on the main land of Scotland, being 36 miles long, and 20 broad. It has in it 7 places of worship, but is destitute of a parochial school. None of the people, except the gentry, understand English. Dispirited, and driven to despair by bad management, crowds were now passing, emaciated with hunger, to the eastern coast, on the report of a ship being there loaded with meal. Numbers of the miserables of this country were now (1774) migrating: they wandered in a state of desperation; too poor to pay, they madly sell themselves for their passage, preferring a temporary bondage in a strange land, to starving for life in their native soil.

Before I leave this bay, continues Mr. Pennant, it must be observed, that there are here, as in most of the lochs, a few, a very few,

8. From Loch Broom to Cape Wrath, the lakes diminish in size, though not in number, and the coast is less populous. It is a country little known, being cut off, by stupendous ridges of mountains, from any intercourse with mankind, and is the least productive to individuals or the state, in the British kingdoms. Lying, however, so favourably for the north-west fisheries, and in the track of shipping to and from the west coast of England and Ireland, and the Baltic, a harbour towards Cape Wrath would prove a most desirable shelter amidst the hazardous navigation, and frequent hurricanes on that northern shore. The distance from Loch Broom to this Cape is nearly 50 miles; the channel, hitherto protected in some measure by the Long Island, now opens to the main ocean, which rages from the north and west with inconceivable fury, and where the devoted vessel struggles, often in vain, to gain some creek or bay, amidst almost uninhabited wilds, covered with eternal snow.

few, of the natives who possess a boat and nets; and fish in order to sell the capture to the busses: the utmost these poor people can attain to, are the boat and nets; they are too indigent to become masters of barrels, or of salt, to the great loss of the public, as well as of themselves. Were magazines of salt established in these distant parts; was encouragement given to these distant Britons, so that they might be enabled, by degrees, to furnish themselves with the requisites for fishing, they would soon form themselves into seamen, by the course of life they must apply themselves to; the busses would be certain of finding a ready market of fish, ready cured; the natives taught industry, which would be quickened by the profits made by the commodity, which they might afford cheaper, as taken at their very doors, without the wear and tear of distant voyages, as in the present case.

A bounty on these home captures would stimulate the people to industry; would drive from their minds the thoughts of migration; and would never lessen the number of seamen, as it would be an incitement for more adventurers to fit out decked vessels; because they would have a double chance of freight, from their own captures, and from those of the residents, who might form a stock from shoals of fish, which often escape while the former are wind-bound, and wandering from loch to loch.

In the selection of a station for the preservation of many lives, and the safety of much property, Mr. Mackenzie is our surest, and almost only guide. He points out Loch Laxford as "a capacious very fine harbour, where there is nothing to fear coming in, " but what is always above water, except one half tide rock, about a cable's length west from Duns- "kere; the ground and shelter are good; and the " depth moderate for ships of all sizes."

This loch lies in Sutherland, a country inhabited chiefly by a hardy race of that name, brave in war, and ever ready to turn out in defence of our island.

Of the North Coast from Cape Wrath to Dungbay-Head.

LOCH LAXFORD lies within 15 miles of Cape Wrath, which having doubled, we leave the Hebrides, and what is called the North-west Highlands, and launch upon a coast facing the northern ocean, considered by mariners, as the most dangerous and difficult navigation in these kingdoms. To the dark fogs, and frequent hurricanes of the north seas, are added the whirlpools, counter tides, and violent currents of the Pentland firth, occasioned by the weight of the ocean falling upon the narrow channel which separates the continent from the Orkney islands. The rapidity of these currents, at certain periods of the tide, often baffle all the efforts of the most skilful seamen, to prevent vessels from being driven against the rocks or shores on either side of this tremendous passage. The navigation is equally hazardous in calm, as in stormy weather; because, in a dead calm, the ship, not being under the government of the helm, is hurried on, with irresistible velocity, to whatever direction the current leads, whether towards the impending rock, the sandy beach, or the open sea. On the other hand, should a vessel

be driven into the firth, by the violence of a tempest, in the dark winter's night, her situation is dreadful beyond description. Such is the force of the winds and waves, that stones of considerable size are torn from the cliffs, and heaved over the high rocks, into the adjoining field *.

Notwithstanding these obstructions to the navigation from Ireland, Bristol, Liverpool, and the whole western coast of Great Britain, to the Baltic, nothing hath been done to assist that navigation, and to lessen the frequent disasters which every succeeding winter brings upon those who are engaged in it. Here are no towns, harbours, lighthouses, dockyards, or carpenters for the repairing of damages. The unfortunate vessel, though reduced to the greatest distress, must proceed to the Baltic or the Irish channel, before she can receive the smallest repair. A coast of near 400 miles, from Ireland to the Orkneys, could not, in the greatest emergency, furnish a sail, a

* The caverns formed by the violence of the ocean upon these shores, excite the admiration of every curious traveller. Some of them reach so far under ground, that no person dares venture to the extremity. They are the resort of seals, sea-dogs, and fowl; the former of which, the natives, at the risk of their lives, turn to good account. These bold men enter the caverns in boats, and having lighted their torches, make a loud noise, which brings down the animals in a confused body, with frightful shrieks and cries. They pass out of the cave in such numbers, that the men are obliged to give way until the torrent hath spent itself, when they fall upon the stragglers, whom they knock on the head with clubs. Some of these caverns have openings through the roof like the chimneys of cabbins; through which openings, though at a considerable distance from the entrance on the beach, the roaring of the sea is heard like thunder, and sometimes the foaming spray is perceived by those who have courage to approach the verge.

In the parish of Far, there is a small head-land composed of solid rock, into which the sea enters by one of the most curious natural arches in the world, and hath formed a magnificent vault, through which a boat may navigate to the extent of 200 feet from the entrance. Writers conversant in natural history have not been able to account for this extraordinary effect of the sea in thus boring a rock, as if done with instruments, of such considerable extent.

cable, or an anchor. These considerations serve to enforce the expediency of two harbours on this northern front of our island; one near Cape Wrath, on the west, and the other within Dungsbay-head on the east.

Nor is the relief of the natives, and the improvement of the country, a matter of less importance. Here is a coast, extending near 70 miles in length, abounding in white-fish, seals, oysters, and other shell-fish. Its rivers are more copious than those on the east and west sides of that district. They issue from inland lakes, as Loch Loyal, Loch Navern, and are the channels by which salmon pass, to and from, in considerable quantities, though little benefit hath been derived from these fisheries in modern times, owing to the neglected state of the country, and the absence of the proprietors.

The country lying upon the coast is more fruitful than might be expected from its northern situation; it is highly improveable, and abounds in limestone, marle, and iron stone. The county of Caithness, the residence of the Sinclairs, exports, in good years, from 30,000 to 40,000 bolls of grain; but it often happens otherwise, when the inhabitants experience a scarcity bordering upon famine. The numerous remains of Pictish houses, Scottish castles, and other buildings upon the north and east side of this district, seem to indicate a greater degree of population in former times. Its importance is further confirmed by the Danish historian Torfaeus, in his account of the attempts made by that people to obtain a settlement in these parts, and the able defence maintained by the natives, through a series of ages, till at last the Danes, tired out with fruitless expeditions, bade a final adieu to that country, and its warlike inhabitants. Of the many bays along this coast, that of Loch Eribol claims the preference, being one of the finest roads for shipping in the kingdom, and so capacious, that ships of the line may enter at low water,

and find good anchorage in the south-east part of the bay *.

“ Above the island Chorie, there is good anchorage for any number of ships on 12 and 14 fathom water. It is proper in case of flaws of wind blowing down from the mountains, to lie at some distance from the island, so as to be able to clear it. When ships have advanced so far as to be off two rivulets that run down from a hill on the west side of the loch, that is the proper place to drop an anchor. In the south side of Rispan bay, at the entrance of the loch, a few ships may lie safely.”

This fine bay lies in that part of Sutherland called Strathnaver, a county destitute of every necessary for navigation, or the fisheries. Its situation near Cape Wrath, renders it still more worthy of public consideration, as a place where the unfortunate and distressed mariners might be supplied with stores, provisions, or materials for enabling them to complete their voyages.

Proceeding eastward, we come to Loch Tongue, where, “ between the two Rabbit islands, ships may anchor in 4, 5, or 6 fathom water, land-locked by Island Roan: at about a cable’s length south of this there is a bank of sand. On the south-east side of Island Comb, there is a small creek, where a few ships may lie safely in 8 or 9 fathoms water. Behind Torrisdale head, on the west end of the land, ships enter with the flood, and lie safely.” †

“ Scrabster

* Mr. Mackenzie did not survey this and the eastern coast; the nautical descriptions of the former, marked with inverted commas, are copied from a chart of this coast, drawn at the desire of the philosophical society at Edinburgh,

† Near the shore, on the levelest part of the firth, there formerly was a sea-port town, the public mart of Strathnaver. The firth, indeed, with the islands, forms a charming harbour. It had almost ceased to be remembered, that there ever was a town there. But on the 27th of July 1751, a very heavy cloud of rain fell on the adjacent mountains: the showers were peculiarly violent, and their force impetuous. These congregated waters rushing

“ Scrabster road is a very good harbour, where
“ ships of any burden may ride out any storm, upon
“ 6, 7, or 8 fathoms water. The anchoring ground
“ is good; and besides, for the better securing of
“ ships, there are two iron rings fixed to the rocks on
“ the shore.” These two rings are the only aid to
shipping between Ireland and the Baltic. Here also
stands the antient town of Thurso, at the mouth of
the river of the same name; but though a place of
some exports in grain, meal, salmon, herrings, and
white fish, the vessels unaccommodated with a har-
bour or key, except the two rings above mentioned,
are obliged to go up with a spring-tide into the chan-
nel of the river, where they lie to for loading and
unloading, along its banks. This being the only
town upon the coast of Scotland since we left Camp-
beltown at the distance of more than 300 miles, be-
ing also at the west entrance of the narrow strait be-
tween the continent and the Orkney islands, so fatal
to navigation, the utility of a key or harbour is ob-
vious.

This place seems to have been the capital of the
northern coast, the residence of the earls of Caith-
ness and Sunderland, who, says Torfaeus, were first
raised to that dignity by a charter from Malcolm II.
in 1030; the same author mentions a count of Thurso,
in 1136, when the place was considerable and popu-
lous. Thurso was likewise the residence of the bishops
of Caithness. Its neighbourhood abounds in ruinous
castles, rude obelisks, cairns, and other remains of
antiquity. The coast is fertile, the sea and rivers
are rich, particularly the river Thurso, which flows
from a small inland lake called Lochmore, abounding

rushing in a thousand torrents down the hills, assembled in the
deep-worn channel of the dale, and, foaming through with their
whole united force, swept an extensive bank of sand to the sea.
On its removal, the ruins of the town were discovered; whole
ranges of buildings appeared, which had lain from time immemo-
rial beneath the sand.

ing in salmon, and gives employment to 60 nets, which are shot every night, and frequently fish are found in each of them. This water, not being farmed to strangers, is of course a common blessing to the whole neighbourhood. But the great fishery is at Thurso, where the river falls into the sea; and, if report be true, 2500 salmon have been taken in one tide, within the memory of man.

Leaving Thurso, we pass Dunnet-head, the most northern land of Britain, with a tremendous tide on the point of it; and here commences the narrow strait of 6 miles between the main land and the Orkney islands, called the Pentland or Pictland firth; so named from the Picts, who inhabited the east side of the kingdom, while the Scots possessed the more rugged parts on the west side. This strait is the great thoroughfare of shipping between the eastern and western seas, the terror of the boldest mariners, and the grave of thousands; where the winter's storms afford many natives, on the opposite shores, a better livelihood than they could obtain by fishing or husbandry. They search from place to place, and from one cavern to another, in the hopes of finding timber, casks, and other floating articles of the wrecked vessels, of whom 6 or 8 are thus sacrificed sometimes in one night.

The navigation of this pass is rendered more dangerous by the island of Stroma, and two rocks called the Skerries, lying near the middle of it. Stroma is noted for its natural mummies, being the entire uncorrupted bodies of persons who had been dead above half a century; light, flexible in their limbs, of a dusky colour, and on whose bellies the boys beat like a drum. The coffins are laid on stools above ground, in a vault, which being open on the sea edge, and the rapid tides of the Pentland firth running by it, there is such a constant saltish air as hath thus converted the bodies into mummies.

We now arrive at the eastern extremity of the firth

firth called Dungsbay-head, but better known by the name of Johnny Groat's, from a family of the name of Groat, who formerly resided here, and to whom the village and ferry belonged. Notwithstanding the tremendous contest between the currents and contrary tides at this place, there is no ferrying vessel to the Orkneys, beyond the size of a small open boat. The distance from this northern extremity of our island is, by the shortest post roads, to

Miles.

Edinburgh,	—	—	273
Glasgow,	—	—	280
Mull of Galloway,	—	—	385
London,	—	—	651
Land's End,	—	—	831

But the astronomical length of the island, in a direct line, does not much exceed 600 miles.

After travelling northward to Cape Wrath, and from thence eastward to Dungsbay-head, we now pass that famous cape, and take a southern course along the coast of the British sea*, which presents a line of 80 miles in length, without a harbour, and scarcely a town that merits notice. It hath all the advantages of the fisheries which have so often been described, though in a less degree than those on the western coast. It is commodiously situated for commerce, and the people are remarkably industrious. The only place that hath the appearance of a port, is Wick, a small, but antient borough town, situated at the mouth of the river Wick, which forms a tide

* Styled in foreign maps, the *German Ocean*, but with great impropriety, as it barely touches that empire; whereas, it washes the whole eastern shore of Great Britain, from the Pentland firth to the straits of Dover. Neither hath it any claim to the appellation of *ocean*, which implies a great body of water, without any intire separation of its parts by land, as the Atlantic, and the Pacific ocean. A sea being a smaller collection of water, confined between lands; but, communicating with the ocean, justifies the deviation which I have made from the usual custom, respecting the name of what ought properly to be called, *The British Sea*.

tide-harbour for a few vessels of small burden, and might be improved. But at the distance of 3 miles north is Sinclair bay, a spacious road, with good anchorage for shipping of any size. As this bay lies directly on the east entrance of the Pentland firth, as Thurso does on that of the west, the expediency of a harbour on the former must appear obvious to any person who chooses to consider the subject, and who wishes to assist the distressed mariner, and promote the commerce of his country. Of still greater importance will this place appear, when it is known, that from Wick to the firth of Cromarty, a distance of 60 miles, the shore is bold, rocky, and utterly inadmissible to sea-vessels of any size, the waters of Dornoch excepted, which, however, are of no great utility to navigation, by reason of shallows and quick-sands. Neither can the firth of Cromarty*, though one of the finest harbours in the world, be considered as an asylum to ships in distress, because it lies out of the general track of navigation. The same observation is applicable to the harbour of Inverness, which lies still further from the course of shipping. The coast along the Murray firth, though more commodiously situated, is, however, destitute of good harbours; consequently, a ship passing from one side of Great Britain to the other, by the Pentland firth, cannot be accommodated with the small-

* Twenty-two miles in length, in some parts 4 in breadth, the entrance narrow and bold, being formed by two lofty rocks, which project into the sea, till they approach within a mile of each other, and therefore defend the fine bay from winds and storms. These rocks thus approaching each other, and having also a similar appearance, are called by the natives, *The Sooters of Cromarty*, which, in the Scottish language, means *woopers, or lovers*.

At a small distance from the entrance of the firth, is Cromarty; a place rising into some consequence, through the liberality and unwearied zeal of Mr. Ross above mentioned. At the head of the firth stands Dingwall, the capital of the county, a poor ruinous place, chiefly composed of hovels, though its situation is delightful, the country fertile, and the waters, both salt and fresh, abound in fish.

lest assistance between Peterhead and Belfast loch, a voyage of 500 miles. As the same inconvenience attends the Baltic and east country trade in general, it is unnecessary to speak further on the subject. We shall therefore conclude this survey of the maritime parts of the Highlands, by observing, that the money expended in improving that country, will, at the same time, preserve the property of the merchants, save the lives of the mariners, promote the commerce, and facilitate the navigation of all the three kingdoms.

	Miles.
Astronomical distance from Cape Wrath to }	
Dungsbay-head	70
Ditto, from Dungsbay-head to Inverness	90
	<hr/> 160

without a harbour; and what is equally extraordinary, for the most part without a good carriage-road. The rivers are numerous; many of them large; but instead of convenient bridges, the traveller must either ferry or ford these waters, however dangerous to men and horse, in the rainy seasons, when the accumulated waters of far distant mountains rush towards the sea with furious impetuosity. The boats appropriated for these ferries are generally old and rotten; neither can horses get in or out without the risque of being lamed, owing to the great height of the banks, and their want of slips.

These inconveniences are extremely prejudicial to the country, by preventing strangers from extending their journeys beyond Inverness, and of gratifying their curiosity in viewing the lofty promontories*, cliffs,

* The southern entrance to Caithness is formed by a ridge of mountains which penetrate directly into the sea; and thus leaving no opening or intermediate space for a road, the traveller must mount the promontory, called the *ord* of Caithness, before he can arrive in that country. He is, however, well rewarded for the

cliffs, and cascades ; the immense caves, the resort of seals and sea-fowls ; the distant views of the Orkney islands on the north, and of the coast of the Murray firth on the south, bounded, at the distance of 5 to 10 miles from the sea, by that mighty natural rampart the Grampian mountains, which closes the horizon from east to west.

The want of good roads and bridges proves an insurmountable impediment to the improvement of the country, particularly in agriculture ; keeps the natives at a distance from each other, in a state of nature, and the most abject poverty.

The proprietors of lands are great improvers of their respective estates, as far as their finances and the natural state of the country will admit ; among whom George Ross esquire, of Cromarty, hath particularly distinguished himself ; but it cannot be supposed, that the few gentlemen who possess those heathy mountains will involve themselves, their families, and posterity in debts, by extending their expenditures to the making roads, building bridges, harbours, and other objects of a public nature, which in justice ought to be done in time of peace by the military stationed in these parts.

As this country, from the causes above mentioned, as well as its remote situation, hath been less exposed to the ravages of Oliver Cromwell, and other desolating invaders, it contains many remains of antiquity ; the works of the Druids, Piets, Scots, Danes,

the fatigue of his journey ; in the grandeur of the prospects on every side by land and sea, while immediately underneath, he perceives the seals floating on the waves, accompanied by sea-fowl, which swim among them with great security, and whose territorial residence is in the caverns, which nature hath formed for them on the sides of the ord next the sea. The reader will be able to conceive some idea of the extent of the distant views, when informed that the descent on the north side is 4 miles, and probably the perpendicular height is above half a mile.

The distance betwixt this cape and Forres, a town on the Murray firth, is 45 miles in a straight line across the sea ; from whence I have seen the cape distinctly at midnight, in the month of June, appearing like a dark cloud, overhanging the ocean.

and Norwegians; though, of late, the gentry, with an indifference for those objects, so peculiar to the modern Scots, have permitted several buildings to be erased by their tenants, by which they gain a little ground, and have the benefit of the stones.

Some of these works have been explored and described by the antiquaries of the last and present century, particularly the reverend Mr. Cordiner at Banff, who hath also the merit of bringing to light many curious remains which have lain for centuries in obscurity, or have been imperfectly described by others who had no opportunities of seeing them. They are almost the only guides now existing respecting the ages which preceded the use of letters in that country, and by which we may be able to trace and bring down some sketches of remote ages to the period, when the national events were recorded in writing.

Of the Coast of the Murray Firth from Inverness to Kinnaird's Head.

Leaving the Highlands, at Inverness, we now enter a pleasant low country of near 100 miles in extent, having the Murray firth on the north, and for the most part, the Grampian mountains on the south, between which boundaries the width is from 5 to 10 miles.

Thus having the sea breezes on one side, and the lofty ridge of mountains on the other, the climate is much warmer than might be imagined between the 57th and 58th degrees. The crops are generally good, and nearly as early as in Middlesex. On these accounts, grain and meal form a principal part of the exports, not from the thinness of the people, who are extremely numerous on this coast, but from their poverty, and the necessity of selling their grain and cattle, wherewith to pay the rent.

Thus situated in a fertile country, watered by copious streams, abounding in salmon, and washed by a rich

a rich ocean, this coast may, with some public aid, recover its former splendour, and even surpass the most flourishing periods of the middle ages. This conjecture is partly grounded on the public-spirited exertions of the nobility and gentry upon that shore, who during these last 40 years have performed wonders for the benefit of navigation and manufactures, particularly in the articles of linen, lawns, nappery, stockings, thread, linen-yarn, and bleaching. These gentlemen have also expended considerable sums in repairing or extending the numerous, but small harbours of the coast, in raising more commodious houses for their own residence, and that of their tenants. Every encouragement is given to the raising of clean-looking healthy villages, upon regular plans, and with good materials.

The families to whom Great Britain in general, and this district in particular, owe such obligations, are those of the duke of Gordon, the earls of Fife, Aberdeen, and Finlater, the Grants, Forbeses and Fraziers; families of great antiquity in the Scottish annals, and famous for their heroic bravery against the never-ceasing invasions of the Danes, of which the encampments, tumuli, urns, and other appearances upon the coast are convincing evidences.

This district contains a small portion of Inverness-shire; the whole of Nairnshire, Murrayshire, Banffshire, and the north-east district of Aberdeenshire.

Inverness, the capital of the county, and the whole northern division, beyond the Grampian mountains, is a handsome town, pleasantly situated on a plain, and almost surrounded by water. It contains 7000 inhabitants, who speak the Erse and English promiscuously. On an eminence near the town are the remains of a castle, where, according to some historians, the famous Macbeth murdered Duncan his royal guest.

Two miles from Inverness is Culloden moor, where on the 16th day of April, 1746, the rebel army, consisting of 5000 men, were totally defeated by

by the duke of Cumberland, which gave the finishing blow to the hopes of the abdicated family, upon the throne of these kingdoms. From this place the pretender fled immediately, and almost alone, to the wild recesses of the West Highlands, where he wandered for several months, till a French ship of war conveyed him to that kingdom.

At the distance of 5 miles from Inverness we enter the small county of Nairn, whose inconsiderable capital of the same name had a small harbour, now choked up with sand. Near this place is Calder, or as Shakespear calls it, Cawdor castle, from whence Macbeth derived his second title, *Thane of Cawdor*. Its walls are of great thickness, arched on the top with stone, and surrounded with battlements. A fragment of the draw-bridge still remains.

Leaving Nairn we enter the road where Macbeth met the three wayward sisters, and a little farther, at the distance of 11 miles from Nairn, we arrive at the small, neat town of Forres, in Murrayshire, pleasantly situated near the river Findorn, and remarkable for one of the finest hieroglyphic pillars now in existence. It hath been the subject of many able pens, but totally overlooked by doctor Johnson, who says, "at Forres we found good accommodation, but nothing worthy of particular remark."

"Your instructions, says Mr. Cordiner, in a letter to Mr. Pennant, with respect to the pillar at Forres, made it an object that demanded my best attention, knowing that it far surpassed, in magnificence and grandeur, the other obelisks in Scotland, and was said to be the most stately monument of the Gothic kind to be seen in Europe; you may rely on the fidelity of the drawing, and I made the following remarks.

"That in the first division, underneath the Gothic ornaments at the top, are 9 horses with their riders, marching forth in order: in the next, is a line of warriors on foot, brandishing their weapons, and

appear to be shouting for the battle. The import of the attitudes in the third division very dubious, their expression indefinite.

“ The figures which form a square in the middle of the column, are pretty complex, but distinct; four serjeants, with their halberts, guard a company, under which are placed several human heads, which have belonged to the dead bodies piled up at the left of the division: one appears in the character of executioner severing the head from another body; behind him are three trumpeters sounding their trumpets; and before him two pair of combatants fighting with sword and target.

“ A troop of horse next appears, put to flight by infantry, whose first line have bows and arrows; the three following, swords and targets. In the lower-most division now visible, the horses seem to be seized by the victorious party, their riders beheaded, and the head of their chief hung in chains, or placed in a frame; the others being thrown together beside the dead bodies, under an arched cover.

“ The greatest part of the other side of the obelisk, occupied by a sumptuous cross, is covered over with an uniform figure, elaborately raised, and interwoven with great mathematical exactness; of this, on account of its singularity, there is given a representation at the foot of the column. Under the cross are two august personages, with some attendants, much obliterated, but evidently in an attitude of reconciliation; and if the monument was erected in memory of the peace concluded between Malcolm and Canute, * upon the final retreat of the Danes, these large figures may represent the reconciled monarchs.”

“ On the edge below the fretwork, are some rows of figures joined hand-in-hand, which may also im-

* Malcolm II. king of Scotland, who began his reign in 1004, and Canute the Dane, afterwards king of England.

ply the new degree of confidence and security which took place, after the feuds were composed, which are characterized on the front of the pillar. But to whatever particular transaction it may allude, it can hardly be imagined, that in so early an age of the arts in Scotland, as it must have been raised, so elaborate a performance would have been undertaken, but in consequence of an event of the most general importance; it is therefore surprising, that no distincter traditions of it arrived at the æra when letters were known.

"The height of this monument (called king Sueno's stone) above the ground is 23 feet; besides 12 or 15 feet under ground. Its breadth is 3 feet 10 inches, by 1 foot 3 inches in thickness."

About 6 miles north-east from Forres, on the sea side, is the burgh of Murray, a very ancient and respectable fortress, at the extremity of a narrow promontory or head-land, projecting into the firth, and appears to have been the usual landing place of the Danes and Norwegians, in their descents on that province.

The extremity of the peninsula was formed with an island, by means of a great ditch cut across. An immense mound of earth and stones surrounds the æra of the fort, and will be a lasting memorial of the labour bestowed on making it impregnable. The triple ditch and rampart, which defended the creek, are yet entire. The top had been defended by logs of oak piled on one another. This place seems to have been fortified about the end of the 10th century.

Three miles below Forres is the port of Findorn, which hath 10 or 12 coasting vessels. On the bay of Findorn, are the ruins of Kinloss abbey, where some labourers employed lately to clear away the rubbish, discovered several rows of finely fluted pillars, that had supported roofs of great extent, of which no vestiges now remain. Near the abbey is an

orchard of apple and pear trees, at least coeval with the last monks ; numbers lie prostrate ; their venerable branches seem to have taken fresh root, and are still loaded with fruit. This abbey was founded by David I. in 1150, and was the burying place of some kings.

The views of the lofty coast of Sutherland begin to open at this place, as far as the Ord of Caithness.

Proceeding eastward we come to Elgin, the county town, antiently the seat of the bishops of Murray, at present a solitary and partly ruinous place, with little trade, but remarkable for its ecclesiastical antiquities. Of these the magnificent ruins of the cathedral are admired by every traveller. Many parts of the building still remain pretty entire, of which Mr. Cordiner hath given three elegant views. This cathedral, formed by Andrew bishop of Murray in 1224, was built in the form of a cross ; its length 264 feet ; breadth 35 ; the length of the traverse 114 ; it was ornamented with 5 towers, 84 feet in height, exclusive of the spires ; the great tower in the center 198 feet. Four miles south-west of this place, in a sequestered glen, is the abbey of Pluscarden, a fine edifice in the form of a cross, pretty entire, with a square tower of ashler work. Eleven miles from Elgin is the river Spey, the largest in the north, and abounding in salmon, whose progress from the sea is interrupted by crives placed at the entry, though a few straggling fish force their way many miles by their well-known dexterity in leaping. This river issues from a little inland lake beyond Fort Augustus ; and after a course of 50 miles, fertilizes the beautiful, extensive and populous valley called Strathspey, where it becomes the boundary between Murray and Banffshire, and falls into the sea at Castle Gordon.

This seat is the residence of the dukes of Gordon, and hath been lately modernized in a neat style of architecture, extending near 600 feet in front.

It is situated in an extensive park, on the east side of the river, near the sea, and hath a beautiful effect amidst the full-grown trees, with which the park is richly ornamented.

On the opposite side of the Spey, stood the miserable village of Fochabers, which will soon disappear, if not already demolished, the duke having begun a new town at a more convenient distance, upon a regular plan, and gives every encouragement to those who undertake to build substantial, neat dwellings.

From the Spey eastward, the towns are situated close on the shore, and are mostly sea-ports. The first is Cullen, a royal borough, situated in a beautiful, well-improved country, owing to the indefatigable exertions of the late earl of Finlater, one of the first improvers in Britain. The farm-houses, barns and yards are neat, commodious, and well constructed. The hedges strong and well kept; and the roads on all sides broad and well made. No man knew better how to lay out his money than lord Finlater; no man laid it out with more economy; but he knew that to starve improvements, was the ready way to make them useless, and hurt himself. His lordship did every thing in the proper season, and never scrupled the necessary expence. His greatest difficulties arose from the obstinacy of his tenants against innovations. At length he got the better of their prejudices, not by arbitrary mandates, through the channel of his stewards, but by going himself from farm to farm, advising rather than directing, how to proceed.

“ Be diligent,” said he, “ your time is your stock; follow rational methods, and you will all get rich; it is what I wish, and will help you to, if you do not prevent me by your obstinacy. I wish not for a rent which a man cannot pay and live; I would have you live well; he that works, has a right to eat.” By living well, his lordship meant,

that instead of poor soup-meagre, such as the generality of the farmers in that kingdom have for dinner, he wished his tenants should eat flesh-meat every day, hot or cold; and those who did not fare thus sumptuously, he considered as indolent drones, and refused to renew their leases; observing, that the rents of his estate were calculated to admit meat at every man's table.

In the country round Cullen are numerous cairns or barrows, the places of interment of the ancient Caledonians, and the Danes, the method being common to both nations. At Kil-hillock, or the hill of burial, a very remarkable one was demolished some years ago. Its diameter was 60 feet, the height 16, formed entirely of the stones brought from the shore, as appears by the limpets, muscles, and other shells mixed with them. The whole was covered with a layer of earth 4 feet thick, and that finished with a very nice coat of green sod, inclosing the whole. It seems to have been originally formed by making a deep trench round the spot, and flinging the earth inwards: then other materials brought to complete the work, which must have been by a whole army. On breaking open this cairn, on the summit of the stony heap beneath the integument of earth, was found a stone coffin, formed of long flags, and in it the complete skeleton of a human body, lain at full length, with every bone in its proper place: and with them a deer's horn, the symbol of the favourite amusement of the deceased.

In several other cairns, which have lately been opened, were found urns containing charcoal, ashes, burnt bones, flint arrows heads with almost vitrified surfaces. The materials of the urns appear to have been found in the neighbourhood; and consist of a coarse clay mixed with small stones and sand, and seem to have been only dried, and not burnt.

At the distance of 6 miles from Cullen, is Portsoy, from whence considerable quantities of grain are annually

annually exported, partly in consequence of the before-mentioned improvements by the earl of Finner, and the example he set to the surrounding districts.

Vessels are also fitted out from this place for the Hebride white fishery, of which some particulars have already been given. A manufacture of stocking thread is likewise carried on to a considerable amount for the London and Nottingham markets. Industry is the characteristic of this extensive line of coast, encouraged liberally by the fostering hands of the nobility and gentry, who seem to be actuated by one general spirit of benevolence.

These remarks are particularly applicable to Banff, the county town, situated about 7 miles from Portsoy, where the inhabitants import annually 3500 matts of Dutch flax, at, upon an average, 3s. 5d. each. The flax is beat in water-mills, and then heckled, which operation employs 60 men; this, when given out to spin, employs 4000 women of all ages, and yields 150,000 spindles of yarn, which circulates about 10,000l. among the spinners. The doubling and twisting the yarn is done at Banff, and employs about 200 women and children, and 40 more at the bleach-field. These threads, when sent to Nottingham or Leicester, for stockings, bring in return cash or goods to the value of 30,000l. Such is the dependance, mutual aids and reciprocal benefits of the industrious towns in both kingdoms, however distant their situation from each other.

This place stands at the mouth of the river Devon, remarkable for its salmon fisheries; but the harbour is small, and the entrance uncertain, owing to the shifting of the sands by the storms, which rage on this bare shore with incredible violence. A circular pier is therefore placed on the outside, leaving only a narrow passage with the harbour, which this precaution does not however wholly screen from the enraged waves.

The views from the rising grounds around Banff are singularly great, and have been lately enriched by a magnificent structure, built by the earl of Fife, upon a beautiful plain washed by the Devron, whose lofty banks, cloathed with wood on the opposite side, afford a delightful contrast to the soft vale underneath.

The distant views on the north and east, are those of the great ocean bounded by the horizon, whose waves, with northerly winds, roll majestically from the deep, over an extensive sandy beach, till they reach the shore, when they evaporate in foam and smoke.

The west view is bounded by the lofty mountains of Ross-shire, Sutherland, and part of Caithness, whose blue tops are scarcely distinguishable from the clouds. This view, while the sun is closing his diurnal journey, is the most magnificent that can be conceived, and seldom fails of impressing the mind with a deep sense of the great works of God.

On leaving Banff, we cross the Devron over a handsome new bridge of 7 arches, and enter Aberdeenshire; though a small slip on the coast, still forms, with great impropriety, a part of Banffshire. From Inverness to this place the coast is remarkably low, insomuch that the sea hath overwhelmed some thousand acres, and is still making new depredations.

Immediately after crossing the Devron, the country rises to a considerable height above the sea, though not mountainous; the shores bold, rocky and precipitous; abounding in caverns and deep recesses, similar to those of Sutherland and Caithness.

This coast is lined with small fishing towns; the first is Down, situated at a short distance from the Devron, a neat place, the creation of the present earl of Fife, * who, besides accommodating the in-

* His lordship hath altered the name to that of Macduff, the name of his family, and well known in British history.

habitants

habitants with a chapel, hath contributed liberally towards the extension of their harbour, the most improveable refuge for shipping between Kinnaird's head and the firth of Cromarty; and, as such, hath a claim to the attention of government.

An excellent mineral spring hath lately been discovered near Down, to which many persons resort in summer, for whose accommodation the earl of Fife hath built a handsome lodging-house.

From this place eastward is Gardenstoun, so called from Alexander Garden, esq. the ground proprietor; Cruvie, Achmedden, Rosehartie, Pitulie, Broadsea and Frasersburgh, situated immediately under the famous promontory of Kinnaird's head, so fatal to the shipping of these kingdoms, from the want of a light-house, and good harbour, as will appear from the following memorial :

*Memorial respecting the Port of Frasersburgh,
1785.*

Frasersburgh is a small sea-port town in the county of Aberdeen, containing about 1000 inhabitants, and is situated in a cheap and populous country, on the point of land called Kinnaird's head, which is the southern extremity of the Murray firth.

The coast on both sides of that point is generally low and rocky, and so dangerous for shipping, that scarce a winter passes without several wrecks happening on it. The Expedition, of Stockton, of 400 tons burden, was wrecked within three miles of Frasersburgh, in December 1784, in the night time.

Kinnaird's head is a high land projecting out to sea, and from the situation of the coast, is generally the first land made by ships coming from the north or east sea, to the eastern coast of Scotland. From this

this point the land trends due west on the one hand, and greatly to the southward of east on the other.

It has been always thought by mariners, that a light-house erected there would tend materially to the preservation of the shipping engaged in commerce upon the coast, as a light so situated, would be seen from the west, the whole length of the Murray firth; from the north at sea as far almost as the Orkneys, and immediately on doubling the point of land called Buchanness, from the east and south. And indeed there is no part of the coast where a light could be placed with more propriety and advantage *.

Frasersburgh has a small good harbour, made and kept up at a considerable expence by the proprietor and the town. According to the tide, there are 11 to 15 feet water within the harbour, and 20 feet immediately without at spring-tides: without is a tolerable road for shipping, in a bay nearly a league in length, and half a league in depth, with good anchorage in a sandy bottom. Vessels of about 200 tons burden enter the harbour at present.

Frasersburgh is well situated for trade with the east coast of Europe. The town has lately advanced considerably, and requires only encouragement to render it a port of some consequence on the coast of Scotland. At present it carries on a small trade to the East sea, several manufactories are forming in its neighbourhood, and the port is well adapted for building of small vessels.

Stations on the coast for the vessels and persons employed in the cod and herring fisheries are much wanted, and often talked of being established.—Frasersburgh is well calculated for a station, the fishing banks for cod commencing right off Kinnaird's head, about ten leagues out at sea, and the herring shoals passing every year close under the

* Seldom a winter passes, says captain Kyd, without shipwrecks; last winter, a ship from the Baltic to Dublin, was lost on Ratra Head, near Kinnaird's Head.

coast; the Dutch are in the constant practice of fishing on these banks.

The great deficiency of wind-bound ports on the coast of Scotland, from the firth of Forth to that of Cromarty, is acknowledged. A pier built on the Ellie rock at Fraserburgh, would render it such a port as is desired, and most serviceable to the wind-bound ships going to the Baltic, or north about. That rock lies at a little distance from the present harbour, to which there are two channels of access, the north and the south, and it is proposed to extend the north pier to the end of that rock, and to build an entire new pier on the south, at a greater distance from the other pier than the present, whereby the harbour will be considerably enlarged in size, and an increase of near four feet water will be got in that part of it, and there will then be at the entrance and in the south channel 24 feet water at spring-tides, although on the north channel there will not be more than 16 feet water, which arises from the south channel being of a sandy bottom, and opening out to the bay; but the north is on rock, and runs close by the coast to Kinnaird's head point. The distance from the Ellie rock to the rock called the Inch, on which it is also proposed to build a break to the sea, is a channel of about 20 or 25 yards width, with 19 feet water on it at high streams, and is the entrance by the north channel to the harbour, after the new pier shall be built. For a further explanation, reference is made to a plan herewith produced, by which it appears that there will be in the proposed addition to the harbour, considerably upwards of 20 feet water at spring-tides, and from 15 to 16 at ordinary ebb-tides, the flow of stream-tides being here from 5 to 8 feet. Was the proposed pier on the north, with the break on the Inch only executed, it would be of material service in rendering the harbour secure, and sheltering vessels under it in stormy weather; and indeed the harbour never can be very safe from the roll of the sea with a north-east wind, without

without this pier on the Ellie rock, while with it the roll would be prevented perhaps intirely. The expence of building the pier and breaker, it is supposed, would be near to 3000*l.* sterling, estimating at 3*s.* per square yard.

If such piers were built, vessels could at low water run under the Ellie rock and pier, where they would be safe from all winds, and would have about ten feet water. The bay is only exposed to a north-and-by-east wind; but the point of Kinnaird's head, and the Ellie rock and pier on it, would shelter them from these winds if they run under it, and small vessels are at present in use of laying there to enter the harbour with the tide. Against all other winds but the north-and-by-east, the bay is secured. It is necessary to observe, that with a westerly wind, no vessel going west, can, from the situation of the coast, pass Kinnaird's head point, nor proceed further when going south, with a south-east wind, but are often obliged to remain wind-bound for a considerable time; and such vessels as draw too much water to enter the port of Frasersburgh, are obliged to return to other ports at a considerable distance, till the wind becomes favourable for their voyage; but Frasersburgh being in possession of two channels of entrance to the harbour, one or other of which, from their situation, can always be taken, might be made very serviceable to our commercial navigation as a wind-bound port, by carrying the above proposal, of increasing the depth of water, and security of the harbour into execution.

There was in the south channel of the harbour, a rock called the Beacon, covered at high-water, and dangerous for shipping, but within these few years it has been partly cleared away by the town at a considerable expence, and by what is now proposed, all dangers from it will be removed.

It has been long in agitation to build these piers, but the want of money has hitherto prevented it.

The

The expence of building both these piers, as now proposed, is estimated at four thousand pounds ster-ling, a sum far above the abilities of the town's people; but they would most chearfully contribute such a proportion as they can afford, if they had hopes of obtaining a partial assistance from government.

Such assistance is humbly expected; and if no other fund arises, it is submitted, whether a part of the money which will be paid into the exchequer in Scotland, in consequence of the late act, disan-nexing the forfeited estates, and which is thereby made subject to the future disposition of parliament, for public purposes in Scotland, may not with propriety, and for the advantage of both kingdoms, be applied to forward the work here mentioned.

The utility of a light-house at Kinnaird's head is further explained in the evidence to the committee upon the fisheries, by Captain Kyd, an ex-perienced naval officer, who hath been stationed many years between the Forth and the Orkneys.

From this place to Inverness, the coast lies due west; the Highland mountains are therefore still ob-servable on the high grounds, like a ridge of blue clouds at the edge of the horizon, nor is it easy sometimes to distinguish *terra firma* from the aerial vapours. The distance between this place and the Ord of Caithness, is 70 miles in a straight line, across the sea, and it is probable that some of the back mountains perceptible here, may lie 30 miles within land, if not more. The Orkney islands, though not so lofty as the Sutherland mountains, are also seen in clear weather; the distance is 90 miles.

Of the East Coast of Scotland, from the Murray Firth to Berwic.

On leaving Kinnaird's head, we bid adieu to the prospects of the North Highlands, which division of

of the kingdom immediately disappears. We now enter what is called the east coast, comprehending a line of 120 miles; the seat of great patience, and indefatigable industry. The country is populous, the towns are numerous, some of them large and commercial, trading with Norway, Denmark, Sweden, Russia, Dantzick, Hamburg, the Prussian dominions, Holland, France, Spain, Portugal, and England, to a considerable extent, and which will be greatly increased so soon as a complete system of fishery laws shall be established, the duties on coals and salt abolished, and the navigations opened to the western ocean. The inhabitants of the west are expert in the herring fisheries, but mere dabblers in the white fisheries; here the habits and genius of the people have rendered them expert in the white fisheries, while those of the herrings have been, for a series of years, carried on by open boats, and little understood. But the inhabitants of this coast chiefly excel in manufactures, particularly linen, yarn, thread and stockings, in all their varieties; upon which, however, the working people earn with difficulty a mere subsistence. Many thousands know not the luxury of butchers meat, wheaten bread, or even small beer. The weekly earnings of the men in spinning or knitting, are from 4 to 6s. of the women, 1s. 6d. sometimes 1s. 8d. a few, a very few, have cleared, by uncommon application, 2s.

The first town of any note on this coast is Peterhead, which stands on the most easterly point in Scotland, and from thence, due west, we have the greatest breadth of that kingdom, viz.

	Miles.
From Peterhead to the point of Ardnamurchan, in Argyleshire	180
But if we include the Hebride isles, the breadth will be	231
Peterhead is the nearest land to the northern continent of Europe, and lies within 300 miles of the cape called	

called the Naze of Norway, at the entrance of the Baltic.

Through this channel the grand body of the herrings pass, in their annual migrations, from Shetland and the north seas to the more southern latitudes, attended with the all-devouring cod and ling, on which account Peterhead, or as it is sometimes called, Buchanness, hath always been the second station of the Dutch busses, after leaving the Shetland islands. Tradition says, that some hundred years ago, the Dutch offered lord Mareschal, then the proprietor of the coast, to cover a small island, called Inch Keith, with silver, for the property of it to carry on their fisheries, which, for obvious reasons, could not be accepted. Be that as it may, the Dutch still frequent the coast, in July and August, and sometimes 100 sail are seen within sight of land, busily employed in the herring and white fisheries. The natives, to whom this treasure properly belongs, have lately made some attempts towards the white fishery, of which they cure and vend, chiefly at the London market, 4000 barrels of delicate small cod and ling, annually. They also fit out some vessels for the Hebride fishery off Barrahead, for the Barcelona market, and they claim the merit of having taught the islanders how to take and cure the large fish, which abound on their coasts.

Few harbours in Great Britain are of more importance to navigation than this of Peterhead, as in case of violent storms from the easterly points, large vessels embayed betwixt this and the mouth of the Forth, have not a port that they can safely take at every time of the tide, that of Aberdeen excepted. If therefore, they cannot make their way to sea, in the teeth of a strong easterly wind, or double this head-land that they may gain the Murray firth, they must inevitably come on shore. This harbour lies on a spacious bay, where vessels of any burden may ride in all other winds, and is therefore the general

neral rendezvous of the shipping which frequent the northern seas, where they cast anchor on clean ground, and ride safely till the storms have abated. But though nature hath done so much for the benefit of navigation, something is left for the exercise of human aid. The harbour can, at present, contain in perfect safety, 40 or 50 sail of vessels drawing 12 feet water, and is capable of being extended, so as to admit a greater number of ships, drawing 20 feet, by which means, not only casual merchantmen, but small ships of war, with their convoys, would find this a most desirable refuge, when pursued by superior force.

Peterhead is a neat well-built town, celebrated for the salubrity of its air *, and the virtues of its mineral waters; on these accounts, as well as the salt-water bathing, it is the resort of genteel company during the summer months, and hath every appearance of a thriving, plentiful, and happy place.

The coast from Peterhead, southward, exhibits al-

* Aberdeenshire hath the reputation of being remarkably healthy, and the inhabitants are distinguished for their longevity. Of this, I had two instances in one day, some years ago, when travelling in that country; the first was a venerable looking man then in his hundredth year, as I found by various particulars, as well as his own declaration. The second instance was still more extraordinary. Having been informed that a farmer had reached the age of 130, I paid him a visit, and received the following particulars from himself in answer to my questions: That he was born in 1648; being too young in Cromwell's time for carrying arms, he was sent to the woods to cut shafts for halberts; at other times, he was ordered to assist at the blacksmith's forge; that he married his last wife at the age of 120, and was able to go about the farm, till within the last two years, when his sight failed him. In this situation I found old Peter Garden, who, as I had taken the liberty of asking several questions, thought he had a right to ask my name, from whence I came, and where bound, hoping I would not be offended, if an old man bestowed his blessing, which he did with much gravity. His wife confirmed every particular, and said, that she had been his servant, and afterwards married him, for a bit of bread. The old man died the ensuing winter. His portrait is in the possession of some nobleman or gentleman of that country, whose name I do not remember.

most

most one continued scene of promontories and cliffs, lofty, precipitous, and picturesque ; * affording much entertainment to travellers, whose curiosity leads them thither in the summer months ; though in that season they only give a specimen of the scenery which the winter hurricanes display. It is probable that the sloping earth amidst these cliffs have been washed away by the continued action of the sea in easterly winds. That the waves being checked by the perpendicular rocks, would break in with redoubled rage, upon every opening, thereby forming those dismal caverns so frequent upon the east coast, and which have been accurately described by Mr. Pennant, Dr. Johnson, Mr. Cordiner, and other gentlemen of literary abilities. Of these subterraneous openings, that called the bullers of Buchan, is the most extraordinary. Its entry is a rude and high arch, under which boats enter in calm weather with such persons as choose to explore this awful region.

" We soon turned our eyes, says Dr. Johnson, to the buller, or *bouillior* of Buchan, which no man can see with indifference, who has either sense of danger or delight in rarity. It is a rock perpendicu-

* About 50 tons of kelp, says Mr. Cordiner, are annually sent from Peterhead to Newcastle. The process of making it is thus: The rocks, which are dry at low water, are the beds of great quantities of sea-weed ; which is cut, carried to the beach, and dried : a hollow is dug in the ground 3 or 4 feet wide ; round its margin are laid a row of stones, on which the sea-weed is placed, and set on fire within, and quantities of this fuel being continually heaped upon the circle, there is in the center a perpetual flame ; from which a liquid, like melted metal, drops into the hollow beneath : when it is full, as it commonly is ere the close of day, all heterogeneous matter being removed, the kelp is wrought with iron rakes, and brought to an uniform consistence, in a state of fusion. When cool, it consolidates into a heavy, dark-coloured alkaline substance, which undergoes, in the glass-houses, a second vitrification, and assumes a perfect transparency ; the progress by which, thus, a parcel of sea-weed, formerly the slimy bed of seals, or dreary shelter of shell-fish, is converted into a crystal lustre for an assembly-room, or a set of glasses for his majesty's table, is a metamorphoses that might be a subject for an entertaining tale.

larly tubulated, united on one side with a high shore, and on the other, a rising steep, to a great height above the main sea. The top is open, from which may be seen a dark gulph of water which flows into the cavity, through a breach made in the lower part of the inclosing rock. It has the appearance of a vast well, bordered with a wall. The edge of the buller is not wide, and to those that walk round, appears very narrow. He that ventures to look downward sees, that if his foot should slip, he must fall from his dreadful elevation, upon stones on one side, or into the water on the other. We, however, went round, and were glad when the circuit was completed.

“ When we came down to the sea, we saw some boats and rowers, and resolved to explore the buller at the bottom. We entered the arch which the water had made, and found ourselves in a place, which, though we did not think ourselves in danger, we could scarcely survey without some recoil of the mind. The basin in which we floated was nearly circular, perhaps 30 yards in diameter. We were inclosed by a natural wall, rising steep on every side to a height which produced the idea of insurmountable confinement. The interception of all lateral light caused a dismal gloom. Round us was a perpendicular rock, above us the distant sky, and below an unknown profundity of water. If I had any malice against a walking spirit, instead of laying him in the Red-sea, I would condemn him to reside in the buller of Buchan.

“ But terror without danger is only one of the sports of fancy, a voluntary agitation of the mind that is permitted no longer than it pleases. We were soon at leisure to examine the place with minute inspection, and found many cavities which, as the watermen told us, went backward to a depth which they had never explored. Their extent we had not time to try; they are said to serve different purposes. Ladies come hither sometimes in the summer with collations,

collations, and smugglers make them storehouses for clandestine merchandize. It is hardly to be doubted but the pirates of ancient times often used them as magazines of arms, or repositories of plunder."

On this coast is a fishery of sea dogs, which begins the last week in July, and ends the first in September. The livers are boiled for oil, the bodies split, dried, and sold to the common people, who come from great distances to purchase this coarse fare. Excellent turbot are taken on this shore.

The salmon fisheries of Scotland have of late been considerably improved by extending them to the open sea, as well as rivers. A successful fishery hath been set up upon this plan among the sandy bays below Slains. The process is very simple, and only requires a greater extent of netting. It is performed by long nets, carried out to sea by boats, a great compass taken, and then hauled on shore. It is remarked, that the salmon swim against the wind, and have a higher flavour than those taken in fresh waters. This may be owing to the richness of the fish when at sea, being then in the best condition.

At a short distance from the bullers is Slains castle, the seat of the earls of Errol, chief of the Hayes.* A few miles further is Ellon, a thriving populous village, washed by the river Ythan, where much salmon is taken. In the neighbourhood is Ellon-house, a large fine seat belonging to the earl of Aberdeen. At the mouth of the river is the village

* The family of Errol trace their descent to a memorable victory gained by the bravery of their ancestor and his two sons, over the Danes at Loncarty in Perthshire, in the reign of Kenneth III. about the year 980, for which service the family were promoted to the order of the nobility, in which rank they have remained ever since. The king also, as a reward for their valour and merit, gave them as much land in the fertile earl of Gowrie, as a falcon, set off a man's hand, should fly over without stopping. The falcon flew over 6 miles of ground in length, which was afterwards called Errol, and hath been the possession and chief title of the Hayes and their successors ever since.

of Newburgh, which is accommodated with a harbour and pier, where vessels of small burden can load and unload. We now arrive at the river Don, over which a fine Gothic arch is flung from one rock to the other. This arch, said to have been built by a bishop of Aberdeen about the year 1290, is 67 feet wide at the bottom, and 34 feet 6 inches high above the surface of the river, which, at ebb tide, is here 19 feet deep. The building is admired for its light appearance. Passing this bridge we arrive at Old Aberdeen, a place of little consequence, though the seat of a college, founded by bishop Elphinstone in 1494. One mile further stands New Aberdeen, at the mouth of the Dee, in 57 deg. 12 min. N. lat. 107 miles from Edinburgh, and 485 from London. Aberdeen is a place of great antiquity; if tradition be true, it was a place of note in the reign of Gregory king of Scotland, from whom, about the year 893, it received some privileges, but the oldest charter now remaining, was granted by Alexander II. in 1217. By this charter the king grants to Aberdeen the same privileges he had granted to his town of Perth. In 1004 Malcolm II. founded a bishoprick at a place called Mortlick in this county, in memory of a signal victory which he there gained over the Danes; which bishoprick was translated to Old Aberdeen by David I. and in 1163, the then bishop of Aberdeen obtained a new charter from Malcolm IV.

In Scotland there are only 4 cities, viz. Edinburgh, the metropolis; Glasgow, the first place of trade and manufactures; Aberdeen, the second in ditto; and St. Andrews, now in ruins. Aberdeen, including the Old Town, is supposed to contain 25,000 people; it is a handsome, thriving town, but unless the inhabitants increase and multiply very fast, the town of Paisley, though it hath neither harbour nor shipping of any kind, will soon eclipse Aberdeen both in magnitude and the number of the people. New Aberdeen

Aberdeen is the seat of a college founded by George earl mareschal, in 1593, which, as well as that of Old Aberdeen, hath been the nursery of science, liberal arts, and eminent men. The remains of ancient buildings, some of them in good perfection, display the former consequence of these towns, but however we may admire the venerable Gothic pile, the bold arch, or the ingenious carving ; the present age hath the merit of a work which, if not superior, is at least equal to any erection in that kingdom, whether ecclesiastical or civil, and is thus described by an intelligent native of that place.

“ The harbour of Aberdeen, says he, was long a great detriment to its trade, and occasioned the loss of many lives, and much property. A stranger could never depend upon finding it as he left it ; while vessels lay at anchor in the road, till the tide should make, they have been often wrecked by storms that suddenly arose. It was very narrow at the mouth, having the easterly rocky point of the Grampian mountains on the south, and a flat blowing sand on the north, extending along the coast for many miles. By the easterly and north-east storms, the sand was driven, in a long ridge, across the harbour’s mouth, and formed, what was called the Bar. Upon this bar, the depth of water, at low tide, was sometimes not above 3 feet. Clearing away the sand, though but a partial and temporary remedy, was a matter of great expence to the community. If it was cleared one week, so as to have 5 or 6 feet of water at ebb, a fresh storm the next week undid all that had been done.

“ The town, at last, came to the spirited resolution of erecting a stone pier on the north side of the harbour, so strong, that, in all human probability, it should be found effectual to prevent future damage. This pier is 1200 feet in length, and gradually increases in thickness and height as it approaches to the sea. Where it begins, it is 20 feet broad at the

base, 12 feet broad at the top, and 16 feet high, besides the parapet wall on the north, which is here 4 feet 6 inches thick, and 4 feet high. The pier continues to increase in thickness, till it comes to where the rounding of the head begins to be formed, where it is 36 feet broad at the bottom, and 24 feet broad at the top, including the parapet, which is here 8 feet high, and 10 feet broad.

“ The head, or rounding of the pier, at the east extremity, is 60 feet diameter at the base, and the height to the platform is 30 feet, to which add the height of the parapet, and the perpendicular of the head facing the sea is 38 feet. As the pier thickens, from the inside of the parapet wall, springs, first one, then a second, and at last a third footway, broad enough for a single person to walk upon, each raised about 2 feet above the one below. From one of these walks, you can, at any place, overlook the wall. The whole is built of granite * ; many of the outside stones are above 3 tons weight, with hewn beds, and are laid lengthways into the work, so that their ends only are outward, no stone in it is less than 4 feet in length.

“ The expence of this great work, amounting to 17,000*l.* or upwards, is defrayed by doubling the harbour dues, which are chiefly paid by the inhabitants of Aberdeen. A little to the south of the bar they have now a depth of 17 fathoms at low water; and at the harbour mouth, from 8 to 9 fathoms, where they had formerly but a few feet.”

After describing this pier, undertaken and completed at the expence of the town, † it is unnecessary to add any further remarks relative to the spirit, magnanimity and good sense of the citizens; whose

* Esteemed the most durable stone known in Europe, being proof against time and elements, and is therefore the most proper for bridges, piers and embanking.

† It was built under the direction of Mr. Smeaton, whose works, when left to his own judgment, and liberally supplied in the means, are always solid, masterly, and great,

example, it is to be hoped, will be followed by the numerous ports of that kingdom at present choked up, and ruinous.

It is however remarkable, that there is not a single decked vessel fitted out from Aberdeen for the herring, or the white fisheries : here is an excellent harbour, an active people conversant in trade, and possessed of capital ; seated within 6 hours sailing of the Long Fortys, and 2 days sailing of the Shetland isles, whose sole fishery is confined to a few open boats ; the captures are insufficient for the supply of the inhabitants *.

This inattention to the fisheries is the more extraordinary, as the exports of Aberdeen, though very considerable in salmon, stockings and thread, do not balance the imports, in value. The herring and white fisheries therefore, if prosecuted with vigour, cured and dried with judgment, would not only extend the scale of exports, but also furnish the outward bound vessels with freights, and better assortments for the foreign markets.

The removal of certain obstructions to the fisheries, now under consideration, and the further aids proposed to the attention of the legislature, will if granted, leave these eastern shores without any excuse, should they still neglect these branches, for which their situation, capital, and general traffic gives them such superior advantages. The salmon of

* Great quantities of fish are therefore brought to town from villages to the south and north, even as far as Newburgh, 15 English miles distant, upon womens backs, in baskets, with a breast-rope fixed to them. These poor drudges will thus travel 15 miles before breakfast, with a heavy load upon their backs ; and such is the force of habit, that they would think it a punishment, to be obliged to return home with an empty basket. If therefore, they have neither goods nor provisions to carry home, they generally take in ballast of stones, equal in weight to a third of their outward bound cargo, and thus they trudge homeward with four shillings in their pockets, the produce of the fish ; which, if purchased from fishermen, produces a clear profit of one shilling.

the Dee * and Don, are taken in great abundance, cured in the highest perfection, and greatly valued at the European markets. If the merchants, in addition to these, should also export the cargoes of 50 or 60 vessels constantly employed in the herring and white fisheries, the port of Aberdeen would, in a few years, become the most celebrated mart of fish now existing.

Three miles south from Aberdeen we cross the Dee, over a fine bridge of 7 arches, built by the famous Gavin Dunbar, bishop of that city.

In passing this bridge we leave Aberdeenshire, the most extensive and populous county in the Lowlands, next to Perthshire; washed on the east and north by the ocean, abounding in sea-ports, from whence there is a safe and ready passage to the Orkneys, and Shetland isles; the Greenland fisheries, Norway, and the regions around the Baltic; the German coast, Holland, Flanders, France, England and Edinburgh: watered also by numerous streams, all of them the resort of salmon, and whose banks display the most extensive plantations, as well as natural woods, † in these kingdoms; whose proprietors, or

* The Dee produces the greatest quantity, and employs from 40 to 50 boats. The fish of the Don are taken in cruives above the bridge; a practice contrary to the antient laws of the kingdom, unless where the nature of the water rendered the net fishery impracticable. In the *Regiam Majestatum*, the oldest body of Scottish laws now extant, said to be composed in the reign of Malcolm II. the subjects were obliged to leave a free passage for the fish from Saturday evening till Monday morning, and this was called the *Saturdayes stuppe*. Alexander I. enacted, "That the streame of the water sal be in all parts swa free, that ane swine of the age of 3 zeares, well fed, may turne himself within the streame round about, swa that his nowt nor tail sal not touch the bank of the water." The laws of Robert I. speaking of fish of different sizes, and the dimensions of the rivers, that the fish may pass up the river: "Cruives, &c. shall have their hecke 2 inches wide, that the fry may pass." The laws of Robert III. and James IV. say, "That flayers of reide fish or smoltes of salmond, the third time, are punished with death. And sic like he quha commands the famine to be done."

† These are finely described by Mr. Pennant, and Mr. Cordiner, the

the greatest part of them, have the good sense to stay at home, where they are respected and honoured, instead of impoverishing themselves and their families, amidst the promiscuous crowd of an overgrown capital.

The county of Mearns, into which we now enter, is of small dimensions, and being the eastern extremity of the Grannpian mountains, it is chiefly composed of hill and heath. That part however, called the *Hollow of the Mearns*, and which lies near the coast, is both fertile and pleasant, highly cultivated, full of seats, and finely ornamented.

At the distance of 15 miles from Aberdeen we come to Stonehaven, or as it is usually termed, Stonhive, situated on the south side of Cowie bay, a small harbour, into which vessels of 100 tons burden may enter at high water. Sail-cloth, and knitted stockings are the manufactures of the place, but no fishery.

About a mile from this place is the seat of Robert Barclay, Esq; of Urie, great grandson of the famous Barclay, the apologist for the quakers, whose writings, particularly his dedication to Charles II. will ever endear his memory to all good men. The descendant of that great philosopher is no less eminent for the pattern he hath set his countrymen in temporal improvements. " This gentleman, says Mr. Pennant, by the example he sets his neighbours, in the fine management of his land, is a most useful and worthy character in his country. He has been long a peripatetic observer of the different modes of agriculture in all parts of Great Britain ; his journeys being on foot, followed by a servant with his baggage on horseback. He has more than once walked to London, and by way of experiment has gone 80 miles in a day. He has reduced his remarks to

* This I conceive to be an error of the press. Forty miles a day is great walking, and he who accomplishes 60 miles must be a prodigy.

practice, much to his honour and emolument. The barren heaths that once surrounded him, are now converted into rich fields of wheat, beans or oats; and his clover was at this time, Sept. 2d, under a second harvest.

" He is likewise a great planter; he fills all his dingles with trees, but avoids planting the eminences, for he says they will not thrive on this eastern coast, except in sheltered bottoms. The few plantings on the upper grounds are stunted, cankered and moss-grown.

" Mr. Barclay first set about his improvements in 1768; since which he has reclaimed about 400 acres, continues to finish about 100 annually, by draining, levelling, clearing away the stones, and trimming. These, with the plowing, seed, &c. amount to the expence of 10l. an acre. The first crop is commonly oats, and brings in 6l. an acre; the second, white peas, worth sometimes as much, but generally only 4l. turnips are the third crop, and usually worth 6l. the fourth is barley, of the same value; clover succeeds, worth about 4l. and lastly wheat, which brings in about 7l. 10s. an acre, but oftener more.

" As soon as the land is once thoroughly improved, it is thrown into this course: turnips, barley, clover, and wheat; sometimes turnips, barley, clover, and rye-graſs. He sometimes breaks up the last for white peas, and afterwards for wheat, and sometimes fallows from the graſs, and manures it for wheat, by folding his sheep.

" The land thus improved, was originally heath, and that which was arable, produced most miserable crops of a poor degenerate oat, and was upon the whole not worth 2 ſhillings an acre; but in its preſent improved state is worth 20, and the tenants would live twice as well as before the improvement.

" Some of the fields have been fallowed from heath, and ſown with wheat, and produced large crops.

One

One field of 34 acres, which had been mostly heath, was the first year fallowed, drained, cleared of the stones, limed, &c. and sown with wheat, which produced in the London market 270l. clear of all expences. Mr. Barclay has lately erected a mill for fine flour, the only one in the county, which fully answers, and has served to encourage many of his neighbours to sow wheat where it was never known to be raised before. At present near 800 bolls are annually produced within 10 miles of the place.

" The first turnips for feeding of cattle were raised by this gentleman; and the markets are now plentifully supplied with fresh beef. For that of Aberdeen, there are frequently 50 fat beeves slaughtered in one day, from Christmas to the first of July, generally weighing 40 stones Scots a-piece. Before that period fresh meat was hardly known in these parts, during the winter and spring months. Every person killed his cattle for winter provision at Michaelmas; and this was called *laying-in, in time.***"

Such are the beneficial effects of judicious management in the various branches of husbandry; in which however the east-side of the kingdom hath a manifest advantage over the west, being less subject to those heavy rains which are an insuperable obstruction to successful agriculture.

At a short distance from this place are the ruins of Dunnoter, the antient seat of the earls mareschal. The annotator of Cambden speaks of the stately rooms in the new buildings and the library; at present nothing remains but naked walls, with some carved works, cornices, and coats of arms scattered among the ruins. Nothing seen but rocks on one side, and the ocean on the other; nothing heard but

* The usual practice at present of such of the farmers as can afford to eat butchers meat 6 months in the year, and who compose about a twentieth part of that class of men throughout the kingdom.

winds, waves, and sea-fowl. Places which gave birth to heroes famed over all Europe for martial achievements in defence of their country and liberties, are now the solitary habitations of the feathered creation. A coat of arms, a date, timberless walls, and the ruinous arch, afford an affecting monument of human vicissitudes. The family of Keith was among the most ancient in Europe. In 1010 the Scots gained a complete victory over the Danes at Camus-town, in Angus; king Malcolm II. as a reward for the signal bravery of a certain young nobleman who pursued and killed Camus the Danish general, bestowed on him several lands, particularly the barony of Keith in East Lothian, from which his posterity assumed their surname. The king also appointed him hereditary great mareschal of Scotland, which high office continued in his family till the year 1715, when the last earl engaged in the rebellion and forfeited his estate and honours; and thus ended the family of mareschal, after serving their country, in a distinguished capacity, above 700 years*.

The

* The late earl mareschal, when last in Scotland, sent his secretary to examine the state of Inverugie castle, but would not go himself, probably because it must have been distressing to behold his once splendid place of residence, now in ruins, desolated and forlorn. The earl, during his exile, took up his residence in Prussia, where being greatly esteemed by the king, he was appointed to the government of Neufchatel, and it was owing to the pressing solicitations of the Prussian monarch, that he recovered his estate in Scotland, to which he made a short visit; during this period he received the following curious letter from his kind friend and benefactor.

" I cannot allow the Scots the happiness of possessing you altogether. Had I a fleet, I would make a descent on their coast, and carry you off. The banks of the Elbe do not admit of these equipments; I must therefore have recourse to your friendship, to bring you to him who esteems and loves you. I loved your brother with my heart and soul: I was indebted to him for great obligations: this is my right to you, this my title. I spend my time as formerly; only at night I read Virgil's Georgics, and go to my garden

The annotator of Cambden speaks of a church at Dunnoter, the burial place of St. Palladius, who in 431 was sent by pope Celestine, to preach the gospel amongst the Scots. Here also, was preserved the regalia of Scotland, during Cromwell's usurpation, of which some particulars have already been given.

The rocks on which this castle stands, form the eastern extremity of the Grampian mountains; from whence they extend, in a south-west direction, as far as Loch Lomond in Dunbartonshire, composing a ridge of more than 100 miles in length. A low, and, in general, a fertile tract of ground, stretches in front of these mountains, from the one extreme to the other, distinguished by different names, as the hollow of the Mearns—Strathmore—Stormont—Stratherne—and the banks of the Forth, above Stirling. This extensive tract composed the main strength of the antient Caledonia beyond the Forth; and is at present still more famous for the manufacturing spirit of the inhabitants, from Perth eastward, in yarn, thread, linen, osnaburghs, and sail-cloth.

Among the list of improvers in this tract, the late earl of Strathmore, lord Kaimes, lord Gardenstone, and Messrs. Scott, merit particular notice.

den in the morning, to make my gardener reduce them to practice; he laughs both at Virgil and me, and thinks us both fools.

"Come to ease, to friendship, and philosophy; these are what, after the bustle of life, we must all have recourse to." The earl obeyed the friendly summons, and died soon after.—*These are what, after the bustle of life, we must all come to,* says his majesty. That is, after our ambition and thirst of dominion have destroyed thousands of people, desolated provinces, ruined cities, churches, palaces; and, in short, done mankind every mischief which cannon, bombs, and 2 or 300,000 armed slaves could perform, with *us* at their head, we betake ourselves at the close of life, to ease, to friendship, and philosophy. Germany seems fertile in this sort of philosophers; no sooner hath one hero performed his part in the bustle of life, than another appears with a new scroll of claims upon some devoted province or circle, and thus one of the finest countries in Europe, seldom enjoys the blessings of peace for any considerable length of time.

Nine miles from Stonehaven stands Bervy, or Inverbervy, the county town, and a small sea-port; but manufactures have yet made little progress.

A mile south of Inverbervy is the village of Gourdan, which hath a harbour and pier, where small vessels may load and unload. A few miles further is John's-haven, a considerable fishing village; and at the mouth of the river South Esk, 13 miles from Inverbervy, is the elegant, populous, and thriving town of Montrose, a royal borough of great antiquity, as appears from a charter granted by David I. who began his reign in 1124. Montrose lies in the county of Angus, and is the second town in manufactures, shipping, and general commerce. Its fisheries were formerly very considerable, and gave employ to above 500 boats and decked vessels, who were alternately engaged in the herring, cod, and ling fisheries, which they cured and exported to the Baltic, Hamburg, Holland, France, and England, under the general name of Habberdyn (Aberdeen) fish.

Beyond the Long Fortys, which stretch in a parallel line with the whole eastern coast, lies a considerable bank with 6 pits in it of uncommon depth, being from 40 to 100 fathoms, and swarming with cod, ling, turbot, &c. but, strange as it may seem, the inhabitants of Montrose have abandoned the fishing business, which is thereby transferred to the Dutch and Hamburgers.

The two rivers, South Esk and North Esk, furnish the town with salmon, which they export to London and foreign parts, to the value of 6 or 7000*l.* annually. A small village called Usan, supplies them amply with lobsters, of which, from 50,000 to 100,000, are sent annually to London. Very beautiful agates are gathered beneath the cliffs, and sent to the lapidaries in London.

Montrose lies in the neighbourhood of a fertile, well-improved country, and exports, in good seasons grain,

grain, flour, oatmeal, and malt, to a great amount. Such are the advantages which this happy place derives from nature; to which, if we add the produce of industry, as white and coloured thread, linen, lawns, cambricks, diapers, osnaburghs, and sail-cloth, the general exports must be very considerable. After crossing the entrance of the harbour, we arrive upon one of the best improved districts in that kingdom, chiefly the work of two brothers, of the name of Scott, who, about 50 years ago, began the experiment of improving upon an estate of 8 or 900l. a-year value, which is now rented low at 3000l.

First improvers have, in all countries, many difficulties to struggle with; the large sums expended, the slow returns, the obstinacy and ignorance of servants, the woeful chapter of accidents, the envy and malevolence of narrow, illiberal minds: messrs. Scott, animated by public virtue, and a love of their country, were proof against all these discouraging circumstances, and the whole county have followed, and are following the example, in proportion to the abilities of the respective proprietors. They were the first who introduced lime as a manure, of which they had abundance on their own lands, but they severely felt that they were two or three miles on the wrong side of the Red-head, where all coals passing beyond that cape northward are subject to a duty of 5s. 4*½* per chaldron, to the infinite prejudice and discouragement of agriculture, arts, and manufactures, particularly where nature, as at this place, hath denied them peat and wood. Those, therefore, who use lime, are obliged to bring it by water carriage from the earl of Elgin's lime-works upon the river Forth, at the extravagant expence of 17 pence per boll, upon the shore; from whence it is carried by horses or little carts, sometimes to the distance of 20 or 30 miles, thereby engrossing the time of the farmers, their servants, and cattle, which, were it not for

for the heavy, though unproductive duty on coals, might be saved. Of the many evils under the sun, this is not the least, in a country where the farmer who dies worth above 100*l.* is said to die amazingly rich.

The coast from Montrose southward is high, bold, and rocky, and hath many curious openings, and subterraneous caves, worthy the attention of travellers; some are open to the sea, with a narrow entrance, and instantly rise within into lofty and spacious vaults, and so extensively meandering, that no one hath had the courage thoroughly to explore them. Others shew a magnificent entrance, divided in the middle by a vast column, forming two arches, of a height and grandeur that shame the works of art, in the most stupendous of the Gothic cathedrals. The cavern called the Geylit-pot astonishes every stranger; where he embarks in a subterraneous voyage, finds himself amidst the most solemn scenery imaginable, proceeds on till he comes in sight of the clouds, sun and sky, and lands amidst corn fields, at a considerable distance from the sea, where he embarked. Many of the stupendous peninsulated rocks of the coast are joined to the land by narrow defiles, where only two or three persons can pass a-breast, and whose tops were, in barbarous times, formed into rude fortifications, of which some vestiges still remain. On the promontory of Red-head are the ruins of an antient castle, once a residence of William the Lion, who began his reign in 1165. It stands on the south side of Lunan bay; a fine semicircular basin, open to easterly winds, but where many distressed vessels are glad to take shelter.

Fourteen miles from Montrose, stands the antient royal borough of Arbroath, or Aberbrothic, in a fine bottom, at the mouth of the small river Brothic. It is a small manufacturing town, particularly in osnaburghs, white and coloured thread; which, with barley and wheat, compose its principal exports. A natural

natural harbour, a tolerable artificial one hath been formed of piers, where, at neap-tides, vessels of 80 tons may enter, and 200 tons at spring-tides.

But the glory of this place was its antient abbey, whose poor remains still exhibit some traces of its former magnificence. It was founded by William the Lion, in 1178, and dedicated to the famous Thomas a Becket. The king was buried here, but no remains of his tomb are now perceiveable. The ordinance for the yearly provision of the house, will convey some idea of the great charity and hospitality of the place, and also of its fisheries, now disused.

In the register for the year 1530, there was an order for buying,

800 weathers,	82 chalders of malt,
180 oxen,	30 ————— of wheat,
11 barrels of salmon	40 ————— of meal.
1200 dried cod-fish.	

Besides the produce of the abbey-lands, or what their tenants brought in. This profusion of stores may seem very extraordinary, on being informed that the number of monks did not exceed 25 ; but the wonder will cease when it is considered that those houses were open to all, the poor as well as the rich, and that charity and hospitality were the distinguished characteristics of ecclesiastical communities.

Leaving these venerable remains, we proceed through a pleasant, well-improved country to Dundee, situated most beautifully on the north banks of the Tay, from whence the country gradually rises to a considerable height, affording extensive views of the ocean, the river, and the opposite coast of Fife-shire.

The mouth of the Tay is much encumbered with sands, and the entry is difficult. From thence to Dundee the width is 2 miles, and the depth sufficient for ships of the largest burden. Above Dundee it widens considerably, and hath the appearance of a capacious inland lake, 10 miles in length by 4 in width, environed by picturesque landscapes, and fertile

tile shores, particularly the Carse of Gowrie, the granary of Scotland, and not inferior to any part of England. This river is celebrated for its salmon and pearl fisheries, both of which have, however, fallen off within these few years past, but wherever there are sands, or a gravelly bottom, the salmon will resort, though there may be an occasional scarcity of that fish from causes which human sagacity cannot unfold.

The situation of Dundee, amidst the riches of land and water, implies a considerable export trade in grain, oatmeal and flour, to which we may add potatoes, which are shipped in considerable quantities for Norway and Sweden. Of manufactures, the inhabitants export white and coloured thread, to a great amount, particularly to London; also to the same mart, an incredible quantity of osnaburghs, partly for home sale and partly for cloathing the negroes in the West Indies. Soap, shoes, leather and saddlery goods, contribute likewise to the assortment of exports from this seat of industry: but respecting the herring and white fisheries, we have not a word to say, though of old these composed the principal riches of the whole eastern coast.

The antient records of this place having been destroyed by Cromwell's army, the only existing vestiges of its high antiquity are the remains of its Gothic church, which was founded by David earl of Huntingdon, brother to William king of Scotland, on his return from his third crusade, in which, with above 500 Scotsmen, he accompanied Richard I. of England in the year 1189. This prince after suffering various calamities incident to such distant expeditions, was in great danger of being shipwrecked on his return, near the mouth of the Tay, which he with difficulty entered, and in memory of his deliverance, began the pious work of founding one of the most extensive churches in Christendom, as appears by the wide spaces between the parts which yet remain.

Having

Having been a warm champion of the Christian faith, he readily obtained a mandate from the pope, still to be seen in the Vatican, recommending a general collection throughout Europe towards forwarding the building. Of this church only the choir, called the Old Kirk, now remains; to which is joined another building divided into 2 churches, and seemingly of a later date. But the most striking object is the venerable tower, of 186 feet in height, and a proportionable width, which, from its construction, seems to bid defiance to time. Though during the enthusiastic phrenzy which destroyed these beautiful and costly edifices, the people of Dundee were the most violent, yet their posterity were glad to seek protection within the apartments of this tower, when the town was besieged in 1651, by Cromwell's army, and plundered to an incredible amount, besides the capture of 60 vessels in the road and harbours. The present generation, however, seem to atone for the impiety and madness of their ancestors, in the neat and commodious churches which now adorn that place. The same attention, elegance, and solidity, is perceived in all their public erections, particularly their harbour, which was formed at a considerable expence, sufficient to admit 200 sail at a time. The depth at spring-tides 14 feet. Vessels of larger burden lye in the road at a short distance, or unload part of their cargo, before they take the harbour.

Leaving this agreeable place, we immediately embark for the opposite shore in Fifeshire, from whence there is a pleasant ride to St. Andrews, formerly a considerable city, populous and rich, abounding in merchandize and shipping; the resort of strangers from various nations of Europe, to traffic for fish, grain, skins and other produce of the kingdom; at present a heap of ruins, without trade, shipping, or even a key. So late as the reign of Charles I. this place had 30 or 40 trading vessels, and carried on a considerable herring and white

fishery by means of busses, in deep water; which fisheries had for ages been the grand source of their commerce, wealth and splendour.

After the death of the king, this whole coast, and St. Andrews in particular, became a scene of murder, plunder and rapine: every town suffered in proportion to its magnitude and opulence; nor were these hypocritical russians satisfied with the shipping, merchandize, plate, cattle, and whatever came within their sight; they also laid the whole coast under contribution; St. Andrews was required to pay 1000l. but the inhabitants not being able to raise that sum after being thus plundered, the general compounded for 500l. which was raised by a loan at interest, and hath remained a burden upon the corporation I believe ever since.

The gulph or bay of St. Andrews, is of great extent, being, from the point of Fifeness on the south, to Red head on the north, 24 miles over; and when ships have the misfortune to be forced into it by stress of weather, with the wind at east or north-east, it is difficult, and sometimes impossible for them to escape: they dare not attempt the river Tay, on account of the shallow water and the sand-banks, which often shift in tempestuous weather; besides the great seas which continually happen at the mouth of that river, when those winds blow. From thence to Aberdeen, lying almost a degree north, there is not a harbour which can be attempted with safety by ships of burden. On the south side of the bay lies the great river Forth, where all the ships of Europe could find ample sea-room; but vessels embayed off St. Andrews, might as well attempt to sail across the Grampian mountains, as to double the cape of Fifeness, with strong easterly winds. Ships thus circumstanced, are often stranded or lost; some of them in day-light, and within 100 yards of this ruinous harbour, in the view of the citizens, who can afford

no relief to the unhappy persons on board, whose cries are distinctly heard from the town.

In the opening of this harbour there is deep water, and in the entry of it, there is from 11 to 13 feet at neap-tides, and from 19 to 22 at spring-tides. The basin, throughout the whole, hath above 12 feet at neap, and 21 at spring-tides. Some time before the year 1728, the magistrates of St. Andrews consulted certain architects and masons respecting the expence of rebuilding the harbour as far out as the furthest point of the rocks at low-water mark, and thereby rendering it a safe retreat, of easy access to all vessels forced into this bay by stress of weather, when the report, delivered upon oath by the architects, stated the expence at 8734l.

This port, says Mr. Douglass, in his publication of 1728, is equally distant from the rivers Forth and Tay; and the great bay in which it is situated, abounds not only in cod and other white fish, but in herrings also, in their season. It is observed of late, the white fish lie further out at sea than formerly, which is the reason the fishers of this town, who ply in open boats only, have so very bad success; they dare not venture out to sea, in blowing weather, which they might easily do *in busses or covered vessels*. So these poor people, though willing to work, are half starved for want of business; and were the inhabitants able to fit out busses for that purpose, they could not any where be better served with good hands, and more reasonable wages. Fifty-seven years have elapsed since the publication of those judicious observations, but St. Andrews, its harbour and fisheries, remain in *status quo*.

On leaving St. Andrews, the coast edges in a south-east direction, till we come to Fifeness, the north entrance of the Forth, one of the largest rivers in Great Britain, unincumbered with shoals, shallows, or hidden rocks, and in general affording good

anchorage and deep water for ships of the line*. The north entrance of this noble river is distinguished by the isle of May, a large rock, 3 miles in circumference, which affords safe riding for ships in westerly storms, and hath a light-house. Immediately opposite the isle of May on the south side is the Bass Island, a tremendous rock, which also affords shelter for shipping, and good anchorage.

The Forth is at this place 9 miles wide, opens within land to 18 miles; contracts at Edinburgh to 5 miles; and, at the Queen's-ferry, above Edinburgh, to less than 2 miles; widens again to near 4 miles; is navigable for merchantmen as high as Alloa, 50 miles from the sea; and for coasters as far as Stirling, 24 miles further by water, though only 4 by land, in a direct line.

The river still exhibits a series of serpentine meanders for several miles above Stirling, but the tide flows only a full mile higher, to a place called Craigforth, where the proprietor intercepts the passage of the salmon by a crive or weir, very injurious to the large tract of country, which stretches as far as Ben-Lomond westward. The river, from Stirling to the bridge of Aberfoil, at the entrance into the West Highlands, is only passable for man or horse at few places, and these in dry seasons. It glides gently through a dead flat, from Gartmore eastward, and on these accounts it might be made navigable for barges, at a trifling expence to the proprietors of the lands, an improvement much wanted in a rich, extensive and populous valley, without market towns, coal and lime.

Supposing this work to be executed, of which there is some probability, the whole extent of navigation on the Forth, will, including all its windings,

* In 1781, admiral Parker's fleet lay some days opposite to Edinburgh, accompanied by 500 sail of merchantmen, the whole in full view of the city and castle.

exceed 200 miles, through a coast of nearly 100 miles; fertile, populous, industrious; and from Stirling eastward, almost lined with towns, antiently the seats of commerce and navigation, till they were ruined by the English depredations, in which miserable state some of them still remain, while others begin to resume the appearance of business. The principal object of these towns was the fisheries, which they prosecuted with great vigour as far as Iceland, till the time of the union, from which period the eastern fisheries gradually dwindled away; and the poor fishermen, unable to subsist themselves upon air and water, took up the trade of smuggling; but so soon as the fishery laws shall be amended, the salt duties abolished, and an adequate bounty extended to boats, as well as busses, these people will readily fall into the track of their ancestors, live by honest industry, and add new vigour to our naval strength.

Many of the ports are nearly choaked up, others want repairs, which neither the individuals, nor the corporations of these decayed places, can accomplish.

Though the harbours on the Forth are in general small, the depth of water might be made sufficient for vessels of 200 tons burden, which fully answers the purposes of their coasting and Baltic trade; but to obtain this, or even a less depth of water, an aid of 50,000l. would be requisite.

Leaving this great river, and its much-neglected harbours, the first town from the south entrance is Dunbar, an antient royal borough in East Lothian, famous antiently for its fisheries, and particularly its red herrings, this place being the Yarmouth of Scotland, in that branch. Dunbar shared, however, in the same fate with the eastern ports already mentioned; its boat-fishery decayed; and its herring-houses were locked up, or appropriated to other uses. The herrings having returned to that coast, hath

given new spirits to the inhabitants, who have resumed their former business of pickling and drying.

Though the town be small, the efforts of the people are great. They are concerned in the Shetland white fisheries, and others on the east coast, from the Tay to Berwick. They have also red herring-houses at Staxigo, in Caithness, much to the benefit of the poor natives ; and, of late, they have made a spirited attempt at the Greenland whale fishery.

They struggled hard to participate in the western commerce, by means of a deep-water canal between the Forth and the Clyde, but all their efforts were frustrated, through influence and narrow views. Their harbour is small, and its entrance remarkably narrow. It would be endless to enumerate the ship-wrecks which happen on this eastern coast, from the want of good harbours, to which vessels might fly when embayed. In December 1784, the whole eastern coast, from Yarmouth to the Forth, was covered with wrecks. Some ships were thrown upon the sands, others broke upon the rocks, and many foundered.

At this time an English ship appeared off Dunbar, in great distress, struggling seemingly to make a harbour, which could not receive her. She was now embayed, and at the mercy of the waves ; the inhabitants beheld the melancholy event of her being wrecked, without ability to afford relief, in a sea which run mountains high. Probably one half of the property thus lost, would have rendered Dunbar harbour a safe retreat. At neap-tides it admits vessels drawing 10 feet ; and 14 at spring-tides. Three feet more could be gained at the expence of 2000l.

From Dunbar we come to St. Abb's head, on the south side of which is the small port of Eymouth, in the Merse, where considerable quantities of herrings have lately been taken by boats belonging to the English, as well as the Scottish coast.

On the melancholy occasion above-mentioned, one of the Leith traders, on her return from London,

don, made for this little harbour at the height of the tide, and thus saved a valuable cargo of merchandize, worth, possibly, 15 or 20,000l. besides the vessel. Had she attempted the harbour an hour earlier or later, she must have been broke to-pieces; and this affords another strong instance of the absolute necessity of rendering these harbours more commodious for navigation in general, by extending the piers, where practicable, by which several feet of water will be gained, and ships of burden find a safe entrance at different periods of the tide.

A few miles further, stands Berwick, formerly the capital of Berwickshire, now the Merse, and is the last port on the Scottish side of the Tweed. Its harbour is good and secure, but its entrance is so greatly encumbered with sands, that no vessel of burden dare approach it. The exports of Berwick are chiefly grain, salmon, eggs, and wool. Of eggs they export to the amount of 10,000l. annually. They are collected from the southern parts of Scotland, as far west as the head of the Solway firth, packed up in boxes, with the thick end downwards, and sent to London, for the use of the sugar refiners.

Abridgment of Answers from most of the Collectors of Customs in Scotland, to Mr. Commissioner Buchanan's Queries, respecting the State of the Fisheries at their several Ports.

Cromarty. In the Murray firth, and along the east side of Ross and Sutherland shires, to the northernmost point at the head of Pentland firth, there are from 2 to 300 boats employed in fishing, with 7 or 8 hands to each: these boats do not go to any great distance; and as the coast is very populous upon a considerable part of this tract, few of the fish are sent to any distant or foreign market.

Aberdeen. The fishing near the shore at this port is not considerable; but if proper vessels were employed, that could go from 10 to 30 leagues from the

the coast, there is not a doubt but their success would be very great, as there is vast abundance of cod and ling on that coast; and as large shoals of herrings come from the northward, in the months of July and August, a most beneficial fishery might be expected from them: also small bounties for a few years, to encourage the inhabitants to make trials, is strongly recommended. The salmon fishing on this coast is greatly on the decline for some years past.

Montrose. There are about 40 small boats employed in fishing upon this coast, and from 6 to 8 men in each boat. Their fish is all consumed by the country in the neighbourhood. The account of the fishery here is pretty much the same as at Aberdeen.

Dundee. There are only 3 small fishing boats at this place, and what they take is insufficient for the towns on the coast, and they use no lines for great cod and ling. About Mar's bank, and the cape, they say there are great plenty of these fish; but they would require decked sloops to do things to purpose there.

Dunbar. Formerly there was a very considerable cod and ling fishery carried on from this place, as far south along the coast, as Holy Island in Northumberland. The fish were plenty, and the profits very large: the stages and houses are still kept in repair. It is reckoned, the uncertainty of the herring, on which they feed, coming on the coast, is a great reason why the cod and ling do not come in such numbers. There is this year a better appearance of cod and herrings, than has been on the coast for a long time. A bounty is strongly recommended to be given to vessels fishing for herrings in the Dutch way, which is hauling their nets at sea into the vessels, and prohibiting the use of boats altogether *.

* The writer probably means only the ship's boats, as the Dutch use none in their herring fisheries. To prohibit a boat fishery unconnected with busses, would be cruel and unjust.

Of the Interior Country which joins the two Kingdoms, usually called the Borders, extending from Berwick to the Solway Firth.

On leaving Berwick we bid adieu to the eastern shores, and cross the neck of land which unites the two British kingdoms, comprehending an extent of more than 70 miles in a straight line, to the Solway firth, which falls into the western ocean. It is a country famed in British history for the bravery of the inhabitants, who, inured to military exercises, by the frequent wars between these kingdoms, as well as the freebooting inroads of individuals, composed the flower of the Scottish armies, and generally led the van, under the banners of chieftains, whose deeds in war were beheld with admiration by all the states of Europe. These were the Douglasses, Scotts, Kerrs, Johnstones, Humes, Maxwells: names formidable even to royalty itself, and who sometimes shook the throne, particularly in the reign of James II. when the earl of Douglass marched against his sovereign at the head of 40, some say 60,000 men.

The two kingdoms, though not separated by water, are nearly divided by a natural rampart called the Cheviot hills, which stretches in a south-west direction from near Berwick to the Solway firth. The above-mentioned inhabitants on the Scottish side, were therefore called the Cheviots on the border, and celebrated above all others for archery*. But martial achievements were not the only character-

* Of whom an old song says :

“ The Cheviots—all the border
Were bow-men in good order,
Told enemies, if further,
They mov’d, they’d ne’er return.”

Another song begins with

“ Ye stout men of Tiviot dale,
Close by the river Tweed,”

istic of these borderers. Love and music softened the noisy sound of the trumpet, and to those heroes we owe the gentle tales of love, so highly painted in Tweed-side, and other pastoral airs, which take their names from the rivers and hills of this country.

The most considerable of these rivers is the Tweed, which rises at no great distance from Edinburgh, and receives all the waters on that side of the kingdom, as the Tiviot, the Leeder, the Galla, and the Yarrow.

The Tweed separates the two kingdoms from Berwic to Coldstream, the distance 14 miles. Here, as at Berwic, one end of the bridge stands in England, and the other in Scotland. The adjoining village on the English side is called Cornhill, and that on the Scottish side, Coldstream.

Those who travel on the south side of the river, now quit Northumberland, and enter the shire of Roxborough, a large, and in general a fruitful, level county, sheltered on the south by the Cheviot hills, and watered by many considerable rivulets, which fall into the Tiviot. The men of the present age are generally robust, and fond of reciting the gallant fates of their ancestors. The black cattle are nearly equal in size to those of Northumberland, but the county is open, the farm-houses are mean, and the country in general hath made little progress towards repairing the ravages of the English armies, though (excepting Cromwell's exploits) two centuries have elapsed, since queen Elizabeth put an end to these desolating expeditions.

The north side of the Tweed, from Berwic to Kelso, hath the marks of recent improvements, and excellent cultivation.

The natural appearance of the country, rising gradually from the river, to the distance of 8 or 10 miles northwards, sets off these improvements to great advantage, and here nature and art exhibit, upon the whole, a prospect little inferior to the best

parts

part of England. This agreeable tract extends as far as Kelso, 24 miles west from Berwic, and 120 from Coldstream. At this place the traveller, after emerging from the mountains of Northumberland, by the Wooler road, perceives one of the softest landscapes in nature, the Tiviot meandering through a rich, level district on the south, and the Tweed flowing gently from the west, unite at the bridge of Kelso, where the Tiviot loses its name, and both roll in one stream to Berwic, meeting the tide, about 8 miles above that port.

Kelso is a neat, but inconsiderable market-town, the granary of this fertile district, from whence much grain is sent to Berwic for exportation. The want of inland navigation is a considerable misfortune to this fine country, and to the extensive districts westward. Here is no coal, and little turf or lime. These, and various necessaries of life, must be conveyed from Berwic, Northumberland, or the neighbourhood of Edinburgh, to which places, the natural produce of the country must be sent, by the same tedious and expensive mode of conveyance. It is therefore worthy of inquiry, whether the Tweed could not, consistent with the preservation of the salmon fishery, be rendered navigable for flats or barges, to Kelso.

Property being now secured to the inhabitants, the country populous and fertile, the rivers swarming with salmon, the hills producing the finest wool in the kingdom, afford ample scope for speculation, were the navigation thus opened.

In former times this country was more populous than at present, and here stood the large, ancient town of Roxborough, and its potent castle, of which scarcely a vestige now remains. They were destroyed in the reign of James III. king of Scotland, to prevent their falling into the hands of the English, who had often wrested them from the former, in their hostile attempts to subdue that kingdom. This country abounds,

abounds, also, in Roman remains, as encampments and highways, described by Gordon, and other antiquaries. Its ecclesiastical ruins are numerous and elegant, particularly the abbey of Melross, founded in the year 1136, by David I. and minutely described by Mr. Pennant.

On leaving Kelso,* we cross an elegant new bridge, and enter Roxboroughshire, where we are accompanied by the Tiviot to Jedburgh, which, though the county-town, and situated in a fertile country, is half in ruins, depending, it is said, upon the precarious resort of travellers to and from England, where a new road is now forming from Boroughbridge in Yorkshire, to Edinburgh; which, when completed, will open the fourth communication between the two kingdoms.

The road I am now describing, is called the cross-road, from its direction east and west between the two seas, and thereby crossing the kingdom, and consequently the main roads from London to Edinburgh.

The first stage after leaving Jedburgh, is Harvic, lying on the line of the famous Roman highway called Watling-street, which extended from Dover to Scotland, and may be distinctly traced in many parts.

At this place we leave the plains, and find ourselves in a pastoral country, amidst picturesque valleys, hanging woods, and most beautiful mountains, rising frequently in a conical form, so regular in their direction, and uniform in their appearance, as to resemble the works of art.

At Harvic, we are in the centre between the two seas, the distance by the road, on each side, being about 40 miles. On the west side there are only two

* The duke of Roxborough hath a seat at this place. Also Sir John Douglas.

stages, viz. Moss-paul and Langholm; from thence we arrive at the lowest bridge upon the river Esk, which divides the two kingdoms, and from whence the river, now called the Solway firth, gradually widens, till it is lost in the Irish channel.

The tract through which we have passed, seeds incredible flocks of sheep, whose wool is the staple of the country, and which, with the sheep and lambs, afford the inhabitants of these beautiful vallies, a scanty subsistence. The south of Scotland produces the best wool in that kingdom, but it falls off in quality towards the west, owing, it is alledged, to the rains and moisture which prevail on that side, though Ireland, which lies more upon the Atlantic, produces wool, from which superfine cloth is fabricated at Dublin, to an extent far exceeding the general belief of mankind. We also find wool of a secondary quality, in some of the Hebride islands, which are situated on the line of Ireland, but the quantity is inconsiderable.

Of the towns and manufactures between Berwic and this place, little can be said. We are now 80 miles distant, by the road, from Berwic on the east, and 76 from Dalkeith near Edinburgh, on the north, in which space lie the shires of the Merse, Roxborough, Peebles, Selkirk, and part of Dumfries; yet there is not, in this great district, a town equal in size to those of the fifth class in England.

The places called towns, are in general a set of poor, thinly inhabited, insignificant villages, though some of them, as Lauder, Selkirk, Peebles, and Jedburgh, have the title of royal boroughs. The petty traffic carried on, is chiefly in grain, wool, sheep and black cattle; the two last are sent mostly to England. Some feeble attempts have lately been made towards the manufacture of their wool, which in several parts is thus conducted; they send the wool to Yorkshire

to be combed, it is then returned to be spun into yarn of different grists; this done, it is sent to the manufacturing towns of England to be woven and dressed, from whence a great part of it, thus manufactured, is again sent into Scotland for sale.

Of the Coast upon the Solway Firth, comprehending the Counties of Dumfries, Kirkudbright, and Wigtown.

But however deplorable the counties we have been describing, may appear, in regard to manufactures; we are on the verge of a region to which, comparatively, the eastern district is a Yorkshire, in manufactures and industry.

We are now upon English ground at Longtown, situated immediately at the south end of the bridge. The appearance of this village, laid out in regular streets, the houses uniform, and white-washed, the people easy and comfortable, afford a striking contrast to the villages we have left, and those through which we are immediately to pass. This place owes its elegance and conveniences to the late Mr. Graham of Netherby in Cumberland, whose munificence extended also to every farm-house, yard, and inclosure, on both sides of the river, over a tract of some thousand acres; insomuch, that the property of this family appears like enchanted ground, amidst dreary solitude, wretched smoaky hovels, naked fields, starved cattle, and a dejected people, who lament their situation on the north side of the river*.

This

* Upon my expressing some surprize at the contrast between the appearance of Mr. Graham's farms, and those of the neighbourhood on the Scottish side, a countryman archly observed, " Gude troth, Sir, we are on the wrang side of the water; gin ye be an English man we wad be very glad to nisser lairds wee you, gif it could be done. Your lairds do meeckle gude both to themselves and the tenants; but our lairds do naething for us, and are ne'er satisfied

This contrast will appear the more extraordinary to those who attend to the soil on the Scottish side, and the excellent crops produced on those spots when cultivated by persons of property. From Longtown bridge to Dumfries, and even to Drumlanrick on the west, a tract of near 50 miles in a straight line, and from the Solway firth, to a great distance northward, the country consists, in some parts, of a dead flat, in others, of gentle risings, but the whole is destitute of trees and hedges, excepting the districts around Dumfries, which, in crops, verdure, planting, and hedges, rivals England; a proof that the naked appearance of this extensive tract of low country is owing to the frequent irruptions of the English armies in former times, and the neglect in the proprietors to repair those misfortunes.

The first village on the road, next to Longtown, is the famous Gretna Green, where the rite is dispensed by a blacksmith, joiner, or fisherman, which is to give the decisive turn or cast to future happiness or misery. When the young couple arrive, they fly up stairs, on the wings of love, and should they be overtaken by the incensed pursuers, before the ceremony hath been performed, they are advised to slip into bed, and in this manner shew themselves to the pursuers, who supposing that all is over, make up matters, or depart in rage, imploring all the evils of Egypt to fall upon the ungrateful daughter, and the object of her choice. The price demanded by the priest upon these occasions, is from a glass of whisky to two or three guineas. When gentlefolks arrive in a carriage, and seemingly in a great hurry he leaves the price to their honours, of whose rank he hath generally a hint from the postillion from Car-

satisfied till they have turned us out of doors without a bawbee in our pouches. Yet they are ay poor and ay seeking mair filler for their lands. Gif they wad stay at hame, instead of dangling about the toon of London, where they are nae meikle thought on, we wad fare the better, and they ne'er a bit the worse."

list; who, should the priest be from home, will undertake the friendly office, purely from the ardour of his regard to quality so generous and good.

After travelling a few miles on a level good road, we arrive at Annan *, a small royal borough, pleasantly situated on a river of the same name, abounding in salmon, and navigable, within half a mile of the town, for vessels of 250 tons burden. It was formerly a place of trade, but lying contiguous to the English border, and in the track of their western incursions, it was often pillaged, destroyed, or burned; the last of these destructive inroads was in the reign of Edward VI. when lord Wharton, president of the marches, burned the town and demolished the church.

The export trade of Annan at present, consists of grain only, and that in no great quantity. The Solway firth is, at this place, above 2 miles in width; the inclosures, planting, and verdure on the English side afford a delightful prospect, and a most striking contrast to the naked fields on this side. Appearances begin however to mend, as we approach Dumfries. On the left is Comlongam, the birth-place of lord Mansfield; the antient part of the building, though the walls are above 12 feet in thickness, hath yielded to time, and is mostly in ruins.

At a short distance we arrive at Lockermoss, a flat of 10 miles in length, and 3 in width; which, from the prostrate large trees and other appearances, seems to have been an extensive forest, overwhelmed by the sea; but we have no light from history or tradition, at what time this great inundation happened. Some canoes, hollowed with fire, having been found in the moss, seem to carry that event to a very remote period.

* On a line with Newcastle, and nearly a degree to the southward of Berwick.

The inhabitants of Dumfries have lately divided the town's share of this morass, and the individual property being thus ascertained, some successful attempts have been made in raising grain, hay, willows, and other vegetable productions suited to mossy soils.

On the left, near the Solway firth, is the antient castle of Caerlaveroc, which, though frequently besieged by the English, from the year 1300, when it was taken by Edward I. is still in better condition than most of the old fortresses of that kingdom. It was the property of the antient and warlike family of Nithsdale, who, from the number of beds, amounting to 80, found in the castle by Cromwell's troops, seem to have lived in great state. The great hall is 91 feet by 26. On the walls are various carvings, as coats of arms, legendary tales, and Ovid's fables; all neatly executed.

The castle stands on the edge of the Solway firth, which now widens to 9 miles, and receives the river Nith, a copious stream, furnished, 6 miles below Dumfries, with a harbour sufficient to admit vessels of 250 tons burden; small craft go with the tide as high as the town. The banks of the Nith on both sides, between Dumfries and its port, are beautifully ornamented with villas, groves, natural woods and well-enclosed fields; the whole forming a rich landscape, and a most delightful outlet to the inhabitants of Dumfries, a small, but elegant town, capital of the county, and of the south of Scotland between the two seas. It was antiently a place of considerable commerce, though often ruined by the English, who made Dumfries their head quariers, from whence they extended their ravages to the western extremity of Ayrshire, where the firth of Clyde bounded these excursions.

The inhabitants of the last age attempted the Virginia trade, which they were obliged to resign to Glasgow, Whitchaven and Liverpool, since which

period they have lived by one another, without commerce, shipping, or manufactures worthy of being mentioned. Many of the inhabitants are, however, in easy circumstances, and few places in Great Britain are better calculated for being the residence of those who prefer a tranquil, to a busy life. The town is neat and clean; the country and river are delightful; butchers meat, poultry, salmon and other fish, are good and cheap; and the place, though not a seat of trade, is enlivened by the resort of travellers to and from Ireland, Ayrshire and Glasgow.

On leaving this agreeable town, by the Port Patric road *, we cross the Nith over a bridge of 9 arches, and enter the shire of Kirkudbright, which, with that of Wigtown, composed the antient province of Galloway, a name still retained by the natives and their neighbours. It gave its name to a numerous breed of small stout horses raised in this country, though now applied indiscriminately to all horses of that size.

The ascent of the road, after crossing the bridge, affords a rich prospect of the windings of the Nith, through an extensive well-improved country, bounded on the north by mountains, but open on the east, as far as the eye can reach, the nearest mountains on that side being the west end of the Cheviots. Having reached the summit, we enter upon an open moorish country, and have a distant view of England as far as St. Bee's Head, near Whitehaven, the most westerly land in that division of the kingdom.

* The earl of Hillsborough preferring the passage by Port Patric, was the chief promoter of this road, for which the whole country is under the greatest obligations to his lordship. Previous to this improvement, Galloway was little known; the old descriptions given by Buchannau, Boethius, and other writers, are extremely defective; no traveller hath attempted a modern account, and of the coast, after leaving the main road to Port Patric we are almost entirely in the dark. I was therefore desirous to visit these unknown shores, and to follow the directions of the capes and bays, however inconvenient, either on horseback or on foot.

A the distance of 15 miles from Dumfries we arrive at Carlingwork, a small village, situated between the river Orr, on the east, and the Dee, on the west. These rivers approach within 8 miles of each other, and both of them being navigable for craft, it is proposed to join them by a small canal, which is already begun at the expence of the proprietors of the lands, and when completed, will realize many acres of very improveable ground.

At this place I left the main road, and took a southern course for Kirkudbright, the shire town, and formerly a considerable trading port, at present the seat of poverty and indigence. It stands on the east side of the Dee, where ships of considerable burden may lie in perfect security from all winds. The bay that forms the entrance of this river gave shelter to king William's armament during the Irish wars, and is honoured with the residence of the earl of Selkirk, whose seat and gardens it environs at high tides. From this place the country is various, to Gatehouse, a small village on the river Fleet, which falls into a bay of the same name, but without trade of any kind. This place is accommodated with an inn, not only commodious, but elegant ; and here it may be proper to remark, that the whole cross country from Berwick to Gatehouse, is furnished with inns and stabling equal to those of England in their appearance, and greatly superior in the quality of their wines and liquors.

From Gatehouse to Creetown, the best and most agreeable road lies close upon the shore. It is a fine level coast, lined with gentlemens seats on one side, and enriched with sea views on the other. But the shortest way is through the moors, where a military road hath lately been formed, with little judgment, over hills and mountains by which the cattle are fatigued, the passengers disgusted, and the journey unnecessarily protracted.

Creetown is a small village on the east side of

Wigtown bay, near the mouth of the river Cree, which is navigable some miles higher, to Carty port, near Newtonstewart, a considerable village, pleasantly situated in a fertile country, abounding with all the real necessities of life, particularly extensive woods of full-grown trees, which overhang the banks of the Cree, and the waters which fall into it from the north.

We are now in Wigtownshire, which is separated from Kirkudbright by the Cree; it is the most southerly county in Scotland, almost surrounded by water, and hath 3 capacious bays, viz. those of Wigtown, Glenluce, and Stranrawer, usually called Loch Ryan. The post road leads directly through the centre of the county to Port Patrick, but my intention being coast-ways, I kept along the west side of Wigtown bay to the shire town of that name, an inconsiderable place, beautifully situated at the mouth of the river Bladnoch, and surrounded with extensive fields, producing large crops of wheat, oats, and barley.

Little can be said in favour of the port of this place, but after a short stage through a rich country due south, we come to Garlieston, a village situated on the edge of a small bay, where vessels of considerable burden may ride in perfect security, on good anchoring ground. This place is the property of the earl of Galloway, whose family residence lies at a short distance. The gardens and pleasure grounds, extend to the edge of the bay; and command extensive views of land and water.

The same appearances of fertility continue to Whitehorn, an inland royal borough, antiently the episcopal see of Galloway, founded, according to Bede, by St. Ninian, and famous for its noble priory and other ecclesiastical buildings. Of these edifices scarcely a vestige remains by which we can trace their magnitude and situation. The town also, exhibits a melancholy picture of decay, and seems to have suffered

fered greatly in the general wreck of the kingdom. The houses have the marks of venerable age; some in ruins, others open at the roofs, and the streets partly overgrown with grass. As this place lies at a considerable distance from the main road, and there being no allurements for English riders, I was not much offended at the curiosity of the inhabitants, who were eager to know the motives of a stranger's appearance at the royal borough of Whitehorn.

Three miles south-east is the small isle of Whitehorn, separated from the continent by a narrow channel, and here vessels of burden may find safe anchorage. This district, from Wigtown southward, is properly a peninsula, formed by Wigtown bay on the east and Glenluce bay on the west, and is upon the whole a rich corn country; ornamented with gentlemens seats, planting, and well-enclosed parks. The extremity of the peninsula is called Burrow-head, and lies in a line with the mull of Galloway, which forms the west entrance of the bay of Glenluce.

Having got to the *ne plus ultra* of the kingdom, I proposed to return northward along the west coast of the peninsula, washed by the bay of Glenluce, abounding in small creeks and ports, particularly Port William, a handsome village, rising into consequence through the liberal assistance of Sir William Maxwell, the proprietor of that district.

From Port William we still keep along the coast to Kilfillan bay, the port to Glenluce, an antient and seemingly decayed town at the bottom of the bay, and here we again fall in with the road to Port Patric, which contributes to enliven this otherwise solitary place. The town lies on the east side of the river Luce, which having crossed, we travel through an almost continued avenue, and a well-improved country, to Stranrawer, at the distance of 10 miles.

The proprietors who have thus distinguished themselves for the benefit of their families and country, are Sir Thomas Hay, whose grounds we enter

upon crossing the river Luce ; Messrs. Adair, Ross, Cathcart, Dalrymple, and the earl of Stair, reckoned among the first improvers in the kingdom, whose residence is at Culhorn, on the south side of the road ; but the antient family seat was at Castle Kennedy on the north side, one of the most entire castles now existing in Scotland, surrounded almost with water and pleasure grounds, kept in excellent order, and affording an agreeable view to every traveller.

This road crosses the country to Stranrawer, and from thence to Port Patric, but the coast road lies upon the west side of Glenluce bay, where vessels ride secure in all winds, the eastern points excepted. This direction leads to the mull of Galloway, a promontory well known to mariners who navigate the Irish channel ; and here we are again in the latitude of Burrow-head, which now appears at the distance of 10 miles eastward.

These two capes are situated in north lat. 54-44, nearly on a line with Belfast, Whitehaven and Durham.

North from Dublin	96	geographical miles.
— Amsterdam	164	
— London	226	
— Paris	413	
South from Copenhagen	68	
— Edinburgh	84	
— Stockholm	336	
— Petersburg	371	
— Bergen	383	

Being upon a medium, half way between the capital of France and those of the northern states of Europe.

Such a situation implies an extensive commerce, and flourishing manufactures ; and still more so, when natural advantages, arising from a coast of 82 miles in length, without including the curves occasioned by headlands ; which coast is furnished with

above 50 ports or creeks, some adapted for vessels of burden, as those of Annan, Dumfries, Kirkudbright, Garliestown, the isle of Whitehorn; others, sufficient, or which at a small expence might be made sufficient, for the admission of fishing busies, or small decked vessels. On the land-side we perceive a shore fertile in grain, of which many cargoes are annually exported to Greenock, the Highlands, Dublin and Liverpool*.

The back country is less fertile, being composed chiefly of rock, thinly covered with earth, producing only heath and short grass, on which, however, an incredible number of small sheep, black cattle and horses, are annually raised, both for the home and English market.

The marine productions are salmon, eels, white fish, and generally herrings, in greater or lesser quantities.

Here, therefore, is a sufficiency by sea and land, for the support of the people, and a surplus for the relief of others; with every natural conveniency of ports and harbours for facilitating fisheries and commercial intercourse.

We are next to consider the relative situation of this coast with other countries, and the advantages of its local situation for trade and fisheries. It lies in the centre of the three British kingdoms, nearly at an equal distance from Land's End on the south, and the Pentland firth on the north; also, between the British sea on the east, and Ireland on the west. It is (taking the centre of the coast as the medium distance) within half a day's sailing of Whitehaven, Workington, Maryport, and other trading towns in

* In the memorable year 1782, this country sent several cargoes of grain and meal to Greenock and Port Glasgow, which contributed to keep the people from starving; they also sent considerable quantities of barley to Liverpool and Dublin, at great prices. Their crops happened to be good, and their harvest was early, while other parts of these kingdoms experienced the reverse.

Cumberland—the counties of Down and Antrim, the seats of manufactures, bleacheries, fisheries and navigation in Ireland—the isle of Man, remarkable for its great herring fisheries—within two days sailing of Glasgow, Liverpool, Dublin and the Irish fisheries—and within three days sailing, with a fair wind, of the Hebride fisheries. We may also notice its very favourable situation for the American and West-India trade, opening immediately to the Atlantic, and enjoying all the advantages of the Clyde, and the coasts on the Irish channel.

Having thus enumerated the bountiful dispensations of the Author of Nature, to this coast, we shall now state the improvements of such gifts, by the inhabitants.

Of shipping, and foreign trade, they have none, the exports of grain and meal, by barks and sloops excepted.

Of busses, for the Irish and Hebride fisheries, they have not a single vessel.

Of manufactures in silk, cotton *, wool, linen, thread, iron, copper, lead, steel, salt, leather, soap, &c. they have not the smallest appearance.

Hearing these circumstances repeated, without variation, at every village, town, or royal borough, I lost all patience: “Unhappy beings! how in the name of wonder, do you get a subsistence?” “We do a little,” answered they, “in the spirit way; we smuggle a little:” A proof, among many others, that of all trades, that of smuggling, however flattering to speculation, is the most fallacious in the experiment.

Previous to the union, this coast, as before observed, had some traffic and shipping. Some of the ports were respectable, when Greenock, Rothsay, and Campbeltown, were composed of a few thatched cottages, and when Port Glasgow had no existence. The high duties to which Scotland sub-

* I have just been informed that cotton mills are now building at Annan, and Newtonstewart.

jected itself at the union, held out allurements too flattering for human avarice, and many persons who had procured a livelihood by trade and fisheries, betook themselves to illicit practices, of which we see the fatal consequences wherever that custom prevails, but more particularly on this coast, from one end to the other. This will be further illustrated in the comparison between the present state of these ports, and the four places above-mentioned.

The former took to smuggling; they are beggared, and many of their towns are in ruins. The latter applied to trade, manufactures and fisheries—they are comparatively opulent—elegant buildings; and regular streets occupy the place of straggling thatched huts—their bays are now accommodated with excellent keys, wharfs and storehouses, and a foundation is laid for extensive commerce with Europe and America.

Similar causes will produce similar effects on the Solway firth, as soon as the inhabitants shall apply to ship-building, the making of sails, nets, ropes, salt, casks, and whatever is necessary for the complete equipment of fishing and coasting vessels, in which they have the example of their neighbourhood, in Cumberland, Ireland, the isle of Man, Campbeltown, and Rothsay.

In 1772, the small town of Campbeltown fitted out, and entered for the herring fishery 95 decked vessels, which employed 1235 seamen, and gave employment to persons of all ages belonging to the town and its neighbourhood, from 6 to 80 years or upwards. Now, supposing that the inhabitants of at least 150 miles of coast, including the curves, upon the Solway firth, shall begin to build and equip the same number of vessels, (which, I believe, will be nearly 2 vessels upon an average, for each port or creek) the good effects of this first attempt, would be quickly felt amongst a people who have been long devoted to sloth and indigence, while the returns on the sale of herrings, would incite new enterprizes.

Persons of both sexes, and of all ages, would be fully employed and well paid; the whole coast would assume a new appearance, and joy would gladden every face, instead of that dejected gloom which is the present characteristic of the people of Galloway.

Such would be the consequences of exchanging the idle habits of smuggling for the more certain profits which the sea affords; and while the inhabitants of the shores were thus engaged in the various branches depending on the fisheries, which may be called the maritime staple of Scotland; some attempts might be made towards introducing industry through the inland parts of this district, where the trade of grazing gives employment to a few hands only, while the main body of the people drag out a life in idleness and penury. The great national staple of Scotland is the linen manufacture, linen-yarn, and thread; for which there is an unbounded demand in both kingdoms; but such is the inattention of these southern inhabitants to industry, that while, in 1783,

	Yards.	Value.
The linen stamped for sale in the whole kingdom was	15,348,744	775,100
In the county of Angus alone	6,742,387	177,105
In the counties of Dumfries, Kirkudbright and Wig- town, to which the habit- able part of Angus is as 1 to 8, only	47,519	2,167

If the neglect of the fisheries by these people, while all their neighbours are rising into consequence by means of that branch, afford matter of surprize; the neglect of the linen manufacture must appear equally unaccountable in a province furnished with some hundred streams, many of them considerable, and all of them proper for bleaching.

This

This coast also lies within sight of that part of Ireland, where the greatest manufacture of linen in the known world is carried on, by the descendants of Scotsmen, chiefly from these southern coasts. The western extremity of Galloway approaches so near the counties of Down and Antrim, that the bleachers of the latter may be distinctly seen with the naked eye. To those bleacheries the farmers of Galloway and Cantire send their webs to be whitened, for the use of their families, saddled with the expence of carriage by land and water.

Upon the whole, these countries seem to be little removed from a state of nature; it would therefore be meritorious in the board of trustees at Edinburgh, to encourage certain experienced persons to instruct the people in spinning, weaving, bleaching; also, in manufacturing materials for the fisheries.

The coast, or the greatest part of it, labours under some natural impediments to infant manufactures, which may in part be removed, with little or no expence to the public. It hath neither coal, lime, turf, nor freestone. The coal is therefore brought from Whitehaven, burdened with a high duty, besides freight and port dues, in loading and unloading. The lime is subject to the same expenditures, the duty excepted. When these articles arrive at the ports, another expence attends the carriage to the inland parts, which is performed by little carts, each drawn by a small horse, * sometimes two.

* "The carriages in common use," says Dr. Johnson, in his Tour through Scotland, "are small carts drawn by one little horse; and a man seems to derive some degree of dignity and importance from the reputation of possessing a two-horse-cart."

These carts are, however, subject to the same duty as carts in England, which contain four times the quantity. The same observation is applicable to the duty on horses. In Scotland the horses in general use amongst the farmers, are not, upon an average, worth above 7l. each, being generally small and lean, from hard labour, upon a scanty subsistence; in England the farm horses are large, well-fed, and able to draw against 2 or 3 of the former, on which accounts these duties seem unequally levied.

On these carts, which, when drawn by a single horse, carry a quantity equal to the load of two London wheel-barrows, a duty was laid in 1783, of 2s. each ; and in 1784, it was enacted, that the half-starved farmers who ride these half-starved horses, shall pay a duty of 10s. for each horse so rode upon ; which duties on horses and carts, in a country thus miserably circumstanced, have occasioned universal discontents and murmurings, while the revenue derived therefrom, after deducting the expence of collecting, &c. is scarcely worth bringing to account.

The people of these parts also behold, with much concern, the unequal prices, between that coast and Ireland, of candles, soap, salt, leather, iron and other necessaries, for manufactures, fisheries and common use, owing to the high duties to which the Scottish nation are subject.

Abridgment of Answers, &c.

Dumfries. The cod fishery in the Solway firth is very inconsiderable, owing to the rapidity of the tides, and the bottom being all loose and sandy. Upon the English side it is better, the bottom being harder and firmer, and of course more food for the fish. The salmon fishery is the most considerable on this coast. They have also a little herring fishery, mostly towards the isle of Man, but of no great consequence.

Kirkudbright. The cod fishing on this part of the coast, is also very poor, and the herring fishing trifling. The best are the salmon fisheries, one of which alone is let for 384l. and is mostly carried to the Liverpool and Whitehaven markets, and a few to the West Indies.

Wigtown. The cod fishing near this, is better than in the two former ports, but not very considerable. The herring fishery very indifferent, and the

the salmon fishery good. It appears plain to me, that the smallness of the fishing on the coast of these ports, is more owing to finuggling, than want of fish, and that if proper vessels were sent farther out to deep water, they would find no scarcity of fish.

Of the Firth of Clyde, from the Mull of Galloway to Greenock, including the Coast of Ayrshire, Renfrewshire, and Part of Wigtownshire.

Soon after leaving the mull of Galloway, we enter the eastern coast of the firth of Clyde,* which stretches 90 miles in a straight line northward to Greenock, the principal port on that river, and of the whole kingdom, near which place it ceases to be navigable for shipping.

This coast lies in the form of a crescent, part of Wigtownshire composing the headland on the south; Renfrewshire on the north; and Ayrshire in the centre.

The prospects from the hills around the mull of Galloway, are magnificently grand. We have here extensive views of the Atlantic, the firth of Clyde, and the Irish channel. On the north appears the craig of Ailsa, rising from the firth of Clyde in a conical form, to a great height; westward is the far-projecting peninsula of Cantire, which stretches within 13 miles of the county of Antrim; beyond, on the north-west are seen Ilay, and the paps of Jura; due west the county of Antrim; on the south, is the county of Down, the coast of Cumberland, and the isle of Man. Some writers affirm that this coast may be seen from Snowdon in Carnarvonshire, with the naked eye; but, as the distance between that lofty mountain and Galloway, is 115 miles, it is probable that the land seen from Snowdon, is the mountains of Mourne, in the county of Down, which may, at such a distance, be very easily mistaken for the Scot-

* This extensive coast is also undescribed by travellers.

fish coast. No part of Wales is discernible from the latter.

The west coast of Galloway, facing the Atlantic, abounds in small bays, but being exposed to the violence of the north-westerly winds, these openings are little frequented, excepting Port-Patric, a small harbour opposite Donnaghadee in Ireland, from which it is distant scarcely 20 miles, and is therefore the station of the packets to and from that kingdom. Persons of distinction, to avoid a sea voyage of 60 miles between Holyhead and Dublin, frequently go round by Port-Patric, where they are wafted over in 3 or 4 hours. This place is 90 miles from Glasgow; 132 from Edinburgh; 136 from Dublin; and 419 from London, by the Carlisle road.

We now turn the Fairland point, which forms the south entrance of Loch Ryan, one of the most commodious bays in these kingdoms; very accessible; well sheltered from all winds, excepting the north-west; with good anchoring ground, of sufficient depth, in some parts for men of war, and in general for merchantmen. It is near 8 miles in length, and $1\frac{1}{2}$ at its entrance, from whence it widens to $2\frac{1}{2}$ miles. At the head of the bay lies Stranrawer, a royal borough, admirably situated for trade and fisheries, especially in seasons when the herrings visit the bay; of which they availed themselves, as appears from their exports in 1758, amounting to 13,121 barrels; they also attempted the Hebride fisheries by decked vessels, but that trade is at present nearly extinguished, though the inhabitants are strongly disposed, and well qualified for a maritime life.

The road for Airshire continues about 8 miles on the north edge of the bay, and hath a commanding view of the opposite coast, which, owing to the good taste of certain persons of distinction, is finely laid out and well inclosed with thriving hedges. The coast at the north entrance of the bay being lofty, and almost perpendicular rocks, washed by the ocean, does

does not admit of a road for travellers; the gentlemen of this county, and Ayrshire, have therefore formed a good road through Glen-Nap, a most sequestered valley, several miles in length, watered as usual by a meandering river, which, after collecting the tributary rills of the mountains on each side, loses itself in Loch Ryan.

Upon emerging from this glen, the coast of Ireland, Cantire, Ailsa, Arran, and other objects, rise gradually to view. We are now in Ayrshire, which consists of three great divisions, viz. Carric, on the south; Kyle, in the centre; and Cunningham, on the north; the whole composing one of the largest counties in the south of Scotland; for the most part fertile, highly cultivated, inclosed with hedge-rows, ornamented with numerous seats, parks and pleasure grounds of nobility and gentry; abounding in grain, large well-fed cattle and sheep, coal, limestone, and timber.

Its rivers are numerous, some of them considerable, and generally stocked with salmon. Its extensive coast, of 60 miles in a line, is sometimes visited by the shoals of herrings, frequently by fish of the lesser whale kind, and is at all times the repository of white fish. Nature having done so much by sea and land, we shall next state the *per contra*, on the part of the inhabitants.

After a short ride upon the high lands above Glen-Nap, we descend to the coast, where the river Stincher falls into the firth of Clyde, forming a harbour for small vessels, but in a state of nature.

A poor little village, without any appearances of trade or manufactures, called Balintrae, enjoys, or rather abuses, this fine station for fisheries of various denominations. Now and then an old man brings in 10 or 12 dozen white fish upon speculation, and if per chance, 2 or 3 travellers should dine or sleep in the village, his fortune is made for that day, and the next. Sometimes these indigent persons will sell

haddocks, whitings, and small cod, to the amount of 2 shillings.

From this place to Girvan, at the distance of 15 miles, the road is cut along the edges of verdant mountains rising slantingly from the sea, to a great height, and affording excellent pasture for sheep, whose appearance relieves the timorous mind, for wherever sheep can feed, no danger is to be apprehended in travelling; besides, the edge of the road is fenced with a low wall. In some parts the road rises, seemingly, to the height of 300 feet from the sea; while above, there appears to be more than double that height. Every object, whether above, below, or at a distance, is enchanting to the sight, and the whole composes, in clear weather, one of the finest prospects in these kingdoms. Cumberland and the isle of Man, now disappear; Ireland is faintly seen at a great distance due west; but Ailsa, Cantire, Arran, and the Highland mountains, are in full view. The shipping passing to and fro, contribute to enrich the prospect.

Girvan, a large and populous village, is situated at the mouth of the river Girvan, which also forms a natural harbour where fishing vessels might find sufficient water. From this coast the craig of Ailsa lies 9 miles west, and 19 miles from the opposite coast of Cantire. This rock is 2 miles in circumference at the base, is accessible only at one place, and rises to a great height in a pyramidal form. A few goats and rabbits pick up a subsistence among the short grass and furze; but the importance of the rock consists in the great variety and boundless numbers of birds, by which it is frequented, particularly the gannets or solan-geese, whose young are used at the best tables, and bring a good price. Other birds are caught, for their feathers. The rock is rented from the earl of Cassils at 33*l.* per annum. The depth of water around the base is from 7 to 48 fathoms. It is surrounded with excellent banks, well

stocked with cod and other white fish; but such is the infatuation of the people on the coast of Ayrshire, that these banks are little frequented. There are two roads from Girvan to Air; one by the shore, which, in some parts, leads over the sands, and is only passable at certain times of the tide; it is properly a horse-road, and that only for persons acquainted with the coast. The best, and most frequented, though not the shortest road, is by Maybole, distant 15 miles.

On leaving Girvan we lose sight of the firth of Clyde, and its distant prospects; the road is entirely inland, through an extensive, beautiful, and populous valley, watered by the river Girvan, affording an agreeable variety, after the hair-breadth escapes, and distant views in the former stage. Of the seats in this valley and neighbourhood, that of Sir Adam Ferguson exceeds all others in situation, elegance and taste. The grounds are beautiful, the planting is considerable, judiciously ranged, and in excellent condition. Other particulars could be mentioned, which give still a higher degree of pleasure, but as these speak for themselves, every where around, we shall not attempt further explanation.

Towards Maybole, the low country opens to a great extent, on the north and east, in which direction the eye scarcely perceives a boundary. Maybole is a small but ancient town, with little trade, at the distance of 5 miles from the coast, and 9 from Air. Towards this last place we cross the river Don, over a bridge of one arch, said to be wider than that of the Rialto at Venice. A little further, is the large river Air, on which stands the capital of this extensive county, formerly a place of good trade, and seat of fisheries; all of which have vanished, and the people live by one another. Air appears, from history and other documents, to have been a considerable place at the time of the Norman conquest; the vouchers of its antiquity are corroborated by an elegant building, called the Cross, which hath escaped the destructive

rage of the last and preceding century. The date on this fragment of antiquity is 1055, consequently it hath stood in its place above 730 years, and it is to be wished that the majority of the inhabitants will unite in preserving it from being destroyed by persons who have expressed a strong desire to that purpose. In 1557, the tax levied upon Air was 236 pounds Scots; upon Glasgow only 202. In 1771, Air was assessed at 15s. sterl. and Glasgow at 18l. 10s. In 1751, the pickled herrings exported from Air, were 6624 barrels; since the year 1777, none. These revolutions appear the more extraordinary, when we consider the very advantageous situation of Air, both by land and water; the fertility of the country; the riches of the sea; its contiguity to the western fisheries, on one side, and to Glasgow, on the other; the large returns for cattle, grain, and coal; the ample revenues of the town; and particularly the convenience of its harbour for fishing vessels of every construction. It may however, be presumed, that a sober, intelligent people, strongly disposed to industry, will avail themselves of the proposed regulations to unfetter the fisheries, annihilate custom-house impositions, and facilitate the home markets. Completing the great canal, will also facilitate the revival of a commercial spirit on this coast; while on the west, a short and safe passage to the Hebrides will not only open new enterprises in the herring and white fisheries, but also enable the inhabitants of Airshire to supply the poor Highlanders with grain, meal, and coal, of which the former have a redundancy, thereby opening new sources of traffic, to the mutual benefit of the rich as well as the poor country.

Twelve miles due north lies Irvine, a neat small port, which formerly had several busses in the herring fishery. At present that branch is given up, but the inhabitants still employ a number of brigs in the coal trade to Ireland. Some years ago, it was resolved to pull down the old church of this parish, and erect another on its site, when the workmen discovered a cemetery containing

taining a number of stones, whereon were cut the effigies of armed knights, as large as life, in excellent workmanship, with inscriptions in the Saxon character, supposed to import the name, quality, and other particulars of the warriors, whose remains had been there interred; but such was the ignorance of the inhabitants, that the effigies and writings were effaced, to prepare the stones for the new building.

Six miles further, is Saltcoats, whose fisheries have dwindled from 12 to 5 busses; but the inhabitants have not lost their spirit; they employ several vessels in the coal trade to Ireland; and have established some salt-works, a rope-work, and the trade of ship-building.

Saltcoats is the last and most northern town in Ayrshire, from whence decked vessels are fitted out. It is also the only port along the extensive and very dangerous coast between Loch Ryan and Greenock, that admits of improvement, for the protection or shelter of vessels, in all kinds of weather, and in every time of the tide. To the want of a safe asylum on this bare coast, none of the harbours having more than 13 feet water at spring tides, hath been owing the loss of many ships and valuable cargoes, among which were the Ann, the Jeany, and Murdoch, of Glasgow, and the Thomas of Hull, within these few years. Had a fourth part of the value thus lost, been applied to the enlargement and deepening of this harbour, these accidents would have been prevented.

Nature hath almost completed the work, by running out two low rocks in the form of a horse-shoe, to the depth of 16 to 18 feet water, on which piers might be built at no great expence to the public, though far beyond the abilities of a small town without revenues, and whose main staple, the fisheries, is almost extinguished. The expence of extending the piers, and deepening the harbour will not exceed 8000l.

From this place to Greenoch, distant 28 miles,

the coast becomes losty, affording no protection in strong westerly winds, for vessels of any size, a small channel, called the Fairly road, excepted. Neither is there any place, that can with propriety be called a town, upon that shore, or within 10 miles of it*.

Between the main land of Ayrshire and the coast of Cantire, is the isle of Arran, 14 miles in length, and 9 in its greatest breadth, where are the remains of salt-works, coal-works, and other appearances of trade; but at present the whole island exhibits one continued scene of poverty and dejection, bordering on despair. This island is surrounded with fisheries of various denominations; and here are the bays of Lamlash, Brodie, and Ranza, where ships of any burden may safely ride in all weather. At the bottom of the bay, was a fine circular pier, now in ruins. In 1558, the earl of Sussex carried his fleet into this bay, where he landed, burned and destroyed the whole country around; having performed this service, he proceeded to the small island of Cumbray, which he served in the same manner.

I shall close this survey of the western coast, with the following remarks:

* So late as the year 1263, the Norwegians made a fresh invasion on the west of Scotland, with a fleet of 160 sail, and an army of 20,000 men, commanded by Haquin king of Norway, whose ravages on the coast of Ayr, Bute, and Arran, reaching the Scottish court, an army was immediately assembled by Alexander III. and a bloody engagement ensued at the village of Largs facing the island of Bute, when 16,000 of the invaders were slain in the battle and flight, with 5000 Scots. Haquin escaped to the Orkneys, where he soon after died of grief. The entrenchments of the Norwegian camp may still be traced along the shore of this place. The Scottish commanders who fell in battle were buried in a rising field, near the village; 3 or 4 persons were interred in one grave, on each side of which was a large stone, a third was placed across the grave, supported at the extremities by the side stones, and in this rude manner the warriors lay entombed. Some years ago the proprietor of the field demolished these repositories of the dead, leaving only one, (a special favour!) which serves to give an idea of the whole.

	Miles.
That between Berwick and the head of the Solway firth, a tract of more than	70
The head of that firth and the mull of Galloway, a coast of	82
The mull of Galloway and Greenock, ditto	92
Also the isle of Arran, whose circumference may be estimated at	40

The whole containing, in a straight line, 282

On which tract, and shores, there are no manufactures, trade, fisheries, or shipping, (a few brigs in the coal trade excepted) worthy of notice. Nor is there, on the whole coast, a three-masted ship, or a town whose inhabitants amount to 7000; if therefore, we make allowances for the difference in soil and climate, the situation of the inhabitants in general, is not much preferable to that of the Highlanders; and this, as well as the preceding survey of the Scottish shores, confirms the former observation, that the traffic and business of the kingdom, doth not at present extend beyond the limits of the three navigable rivers, and a portion of the east coast; but even the shipping of these ports is comparatively trifling to that of the neighbouring states of Holland, Hamburg, and the Baltic.

Ships of 500 tons burden are unknown in Scotland, excepting for the purpose of transporting emigrants to America, and these are purchased from England, Hamburg, or Russia; consequently, ship-building hath not yet been carried to that extent which it would be the interest of government to raise it, and which the combined maritime strength of France, Spain, Holland, and other states, with whom we may be at war, seems to require.—“ It was recollected, says an intelligent writer, that the fitting of our fleets had been retarded, by the combination of carpenters, at the commencement of the late war; that both public and private bodies had been obstructed by similar agreements among the coopers;

at a time too when the journeymen coopers on the Thames, were receiving for their labour 15s. a day, without having raiment for themselves or shelter for their wives. When a body of troops were sent from the Clyde, in 1776, Scotland could not furnish coopers enough to answer the speedy demand for packages, though staves abounded; and the intelligent and active men, who were entrusted with the victualling of that body of troops, collected coopers from the most distant parts of England. An armament then may be delayed or even defeated, amid the pressures of war, by the paucity, or the combination of coopers, which may be procured equally by the incitement of our factions, or by the money of our foes. But, combinations can only be prevented by augmenting the numbers of the defective classes. The augmentation of numbers can alone be gained by additional employments; and thus combinations among tradesmen may be prevented, or beat down, by raising up many competitors among the extravagant workmen, whose services are wanted the most, both in peace and war. It is surely wiser to guard by foresight against public disappointment, than to solace our misfortunes by the downfall of a minister, who may have been merely unable, from the scarcity, or combination of coopers, carpenters, and sailors, to execute a measure without the reach of possibility."

The same author, speaking of the great encouragement given by this country to ship-building in America, says,—“ Of the 679 vessels, which were required to transport the great West India cargo of 1772 to Britain, much more than two thirds had been built in our colonies; to so great an extent had we resigned the most useful of all our manufactures to our colonies, contrary to the remonstrances of the wisest men of their time. We have been sufficiently solicitous about the manufactures of wool, of hats, and of iron in the colonies; but we have cared little, during the last century, for the more important

portant manufacture of ships. This had been a melancholy remark, were it not that we may derive consolation from reflecting, how much the public wisdom may convert misfortunes into benefits. We may now regain the business of ship-building to no small extent, which our imprudent kindness had given away: our safety requires, that we ought to retain every advantage, which a signal revolution has happily thrown in our way." *

The late war almost annihilated the Scottish shipping, particularly those belonging to Glasgow, Greenock, and other ports on the Clyde, of which,

* It may be agreeable to men of business, as well as to men of speculation, to be informed of the present rates of ship-building, in the southern harbours of England and Wales; as they were communicated by an intelligent person, who made a tour with a view to discover the ship-yard, the cheapest and best.

In the Thames and British Channel.

	per ton.
At Gravesend, Broad Stairs, Dover and Folkestone,	£. 8 0 0
At Hurstake, Cowes, Southampton, Weymouth, Ting- mouth, Bridport, Topsham, Shoreham, Dartmouth and Cawdor, 7l. to	7 10 0
<i>In the Bristol Channel, on the English side.</i>	
At Biddeford and Barnstable	6 10 0
<i>In the Bristol Channel, on the Welsh side.</i>	
At Newenham, Gatecomb, Chepstow, Newport, Hythe and Swansey, 6l. 10s. to	7 10 0

For those prices the workmen engage to compleat the hull and joiners work, carved work, and the work of painters, glaziers, &c. without any extra charge. At those ship-yards, and indeed all the ship-yards of the kingdom, have been full employment, since the peace. It is this fulness which creates many other ship-yards; and it is the establishment of new ones, which, by means of competition, reduces the price of manufacture to the lowest possible point. We are told that the ship-builders of New England will contract to build ships at 3l. sterling per ton, including the joiners work. If an American-built ship will last 7 years, and a British-built ship 21, surely the latter will prove the cheapest. On such topics it is not worth while to argue about farthings. Even after the American-built ships had arrived in the Thames, they used to require expensive additional joiners work, &c. on the hull.

The above paragraph was inserted by mistake in another place.

it is asserted, 313 vessels of various sizes, were captured ; while other circumstances, as the loss of the exclusive trade to America ; the non-payment of the American debts ; the superior advantages of Ireland for the supply of that country, and the West Indies ; with the decay of the fisheries, all happening at the same period of time, have been heavily felt by the merchants and traders of that coast ; every individual suffered in a greater or lesser degree, and hundreds were utterly ruined by that war and the subsequent revolution.

Notwithstanding these adverse circumstances, the commercial spirit of Glasgow and Greenock seem not in the least abated ; ship-building, as merchantmen, brigs and sloops, is carried on with the utmost alacrity ; numbers of young men, who, from the want of employment at the plow, must have embarked for America, are at present fully engaged in the dock-yards ; of whom the proportion to experienced carpenters is as three to one. Every lad thus employed may be considered as adding something to the British navy ; and should the business of ship-building become general and permanent in that kingdom, as well as in England, navies might be raised almost instantaneously, to the astonishment of mankind, and the terror of united enemies. The obstructions to the success of our naval operations, from the scarcity of seamen, carpenters, coopers and transports, will be more or less removed in proportion to the encouragement given to fisheries, and ship-building in that kingdom. Since the reign of James IV. all the exertions in the latter branch have been made by the people only, unassisted by government in any respect whatever ; while in England, Ireland, and the maritime nations of Europe, the public money hath been judiciously and liberally applied to this great object.

There is not in the whole kingdom of Scotland a dock for building or repairing ships of the line. An effort was made some years ago, at Leith, whereby

the

the navy was re-inforced with a frigate, the only instance of ministerial favour to that or any other port in Scotland, since the union of the two kingdoms in 1706. The launching of this vessel, a sight so new and extraordinary, drew to Leith, the whole inhabitants of Edinburgh, with the adjacent country; and when we consider the long period of time between the reign of James, IV. and his present majesty, it is not to be wondered, if, at the launching a ship of war some untoward events should happen. The wedges were removed, but the frigate, instead of flying into Neptune's arms, with the velocity of an eagle, disappointed the gazing multitude, as if to upbraid their country for its supineness and disrespect to the navy.

Having in this manner attempted to describe the present state of the maritime parts of Scotland, with a view to the extension of fisheries, navigation and ship-building, the following sketches of the interior country properly follows; and from these accounts some idea may be formed of the natural and commercial situation of that ancient and very improvable kingdom.

Having now described the principal parts of the coast of Scotland, and the harbours, ports, and towns, it will be necessary to give a short account of the inland parts of the country, and the various districts into which it is divided. The inland parts of Scotland are divided into three great divisions, the Highlands, the Lowlands, and the Islands. The Highlands are the most extensive and rugged part of the country, and are situated in the north and west. They are composed of a series of mountains, and are separated from the Lowlands by a range of hills called the Grampians. The Lowlands are the most level and fertile part of the country, and are situated in the south and east. They are composed of a series of plains, and are separated from the Highlands by a range of hills called the Cheviots. The Islands are the smallest and most numerous part of the country, and are situated in the west and north. They are composed of a series of small islands, and are separated from the mainland by a series of channels and sounds.

REMARKS

REMARKS

ON THE

SHORT TOUR OF SCOTLAND,

COMPREHENDING THE

SOUTHERN DIVISION OF THAT KINGDOM,

AND A CONSIDERABLE PORTION OF
THE HIGHLANDS.

AMONG the benefits arising from turnpike roads, is that of travelling for health or pleasure over this extensive and beautiful island. It is an amusement by which an overgrown, luxurious capital, distributes a portion of its superfluous riches through eighty-five counties, and an incredible number of villages, some of whom consider the money thus acquired, as their staple or main support.

On the other hand, the traveller finds his curiosity gratified, his knowledge extended, or his health restored; while the scenes of penury and distress which often present themselves to view, especially in the countries which we have been describing, will, in the comparison, impress his heart with gratitude towards the Deity, and teach him a lesson of contentment, which, till then, he possibly never had the pleasure of enjoying so completely.

Thus travelling diffuses reciprocal benefits, from the centre, to the most remote corners of Britain; and partly with a view to this important end, as well as to lay open the internal state of the kingdom, I have

have drawn up the following remarks upon that part of the road which is least known, though not the least conducive to health, as all those who have made the experiment, readily acknowledge.

Travelling through the interior parts of Scotland, is no longer attended with the dangers and insurmountable difficulties; the want of necessaries, and other inconveniences, which deterred our ancestors from visiting these mountainous regions. The people are studious to oblige. Provisions, especially fish, tame and wild fowl; small, but delicate beef, mutton and lamb, are plenty, to those who can afford to pay for them; wines, and spirituous liquors, are yet unadulterated in that country; bed, and table linen, far exceed the expectations of every stranger; but these observations are only applicable to the main roads, which are now generally accommodated with carriages.

The best season for an excursion into Scotland, is, from the middle of May, till the first of August. The weather is then generally dry and clear, a circumstance of the first importance to those who travel either for health or pleasure. The glory of Scotland is its picturesque views, and romantic scenery; which, to explore with satisfaction, requires both a clear sky, and ample time: whoever hurries along in a close carriage, arriving late, and setting out early, must return with a very superficial knowledge of the country, and the manners of the people.

There are 4 roads which lead from London to Edinburgh; viz.

By Berwick, on the east, distance	388
— Wooler, in the centre	378
— Jedburgh ditto, not yet completed, and	
— Carlisle, on the west	396

The difference between all these is trifling; whoever therefore leaves London merely from motives of curiosity, health or information, may set out by the east road, and return by the west. The English counties

counties and principal towns through which he passes on the east road are,

Middlesex.

Hartfordshire.

Bedfordshire.

Huntingdonshire.

A small part of Northamptonshire.

Ditto of Rutlandshire.

Lincolnshire;—Stamford,—Grantham.

Nottinghamshire,—Newark.

Yorkshire,—Doncaster,—YORK.

Bishopric of Durham,—Darlington,—DURHAM.

Northumberland,—NEWCASTLE,—Morpeth.

The county of MIDDLESEX, which extends to Potter's Bar, a little way beyond Barnet, consists of small verdant fields, and the noted Finchley common, where travellers in the night time, are frequently eased of their gold, watches, and other superfluities which gentleman of the road stand in need of.

Hartfordshire, is a beautiful and highly-improved corn county, though destitute of coal, lime, and stone; on which account, living is high, and the villages are mean, being chiefly composed of timber, or timber and clay; yet there is a neatness within, which we look for in vain, either in Scotland, Ireland, or any where on the continent, except Holland.

The same appearances extend as far as Stamford in Lincolnshire, where we first meet with houses built of stone. The country, which, from Hartfordshire to this place, appears low and swampy, is now more agreeably diversified with hills, prospects, and considerable towns.

Passing Grantham, and Newark on the Trent, we arrive at Bawtree in Yorkshire, distant 154 miles from London. Hitherto the inns have every convenience for travellers of all denominations, but their wines are adulterated, and their charges are high. In Yorkshire, and

and from thence northward, the articles are better, the charges are lower, the people more obliging. no.

Yorkshire exceeds in dimensions any two counties of the kingdom; it is also blessed with a fruitful soil, and an intelligent people, through whose indefatigable industry, the various branches of agriculture, manufactures, and commerce, continue to flourish, though under the heavy pressures which the exigencies of the state, have from time to time, laid upon them. Equally happy is this county in the number of its navigable rivers, which, with the aid of artificial navigations, convey the produce of the most remote parts, to the Humber, from whence they are shipped at Hull, to London and the various markets of Europe and America.

The rivers over which the traveller passes in his northern tour, are the 20, joined on his right The Idle, at Rawtree. — Dun, at Doncaster.

— Dun, at Doncaster.
— Alder and Aire, united at Ferrybridge.
— Wharf, at Wetherby.
— Nyd, near Welsford.
— Ure, at Boroughbridge.
— Swale, at Topcliffe; and the Tees, which divides Yorkshire from the bishopric of Durham.

On the right of the great road to Edinburgh, is the ancient city of York, the capital of the north, which, though lying a few miles off the main road, every traveller of taste or curiosity, should visit, to behold that stupendous pile, called the Minster, which in magnitude and sculpture hath no equal in these kingdoms, nor is it exceeded by any Gothic edifice amongst the nations of Europe.

well-furnished tables, and handsome geldings to ride upon to church or market, worth from 20 to 50 guineas each.

Durham, capital of that bishopric, hath also an antient edifice, built partly by the munificence of David king of Scotland; and here, at the Red Lion, the traveller first perceives the rural beauties of the northern rivers, rolling over beds of massy stones, between precipitous, craggy banks, ornamented with trees, shrubberies and vistas, enlivened with the choruses of the feathered creation, proclaiming their gratitude to the Author of these sylvan habitations.

From this representation of the northern rivers, it may be supposed that the descent on one side, and the ascent on the other, are somewhat distressing and inconvenient, especially to those who travel in carriages, and who cannot, or will not, walk a little way, either for their own safety, or the ease of the horses.

The stage from Durham to Newcastle being upon high ground, commands the richest, and most extensive prospects on the road from London to this highly-cultivated country. The Tyne, a copious stream flowing from the west, closes these enchanting views. On crossing this river we enter the county of Northumberland, which extends 64 miles due north to Berwic, where it borders with Scotland.

Newcastle is a county of itself, large, populous, commercial, and flourishing. It is properly the first mart of the north, in exports, imports, and shipping, besides its coal-trade, which is immense. Its principal manufactures are those of glass, bottles, hardware, ship-building, and salt-works. Ships load and unload as high as the bridge, between which and Shields, 7 miles below, the river forms one continued harbour, surrounded with an extensive country, rich in grain and pasturage. Provisions are plentiful, good and cheap. But the glory of Newcastle is its charitable foundations, though these being

ing so very general over the whole kingdom; in every town and village proportioned to the abilities of the inhabitants, renders minute description unnecessary.

The country from Newcastle northward, seems to excel, were it possible, those we have passed, in beauty, fertility, and husbandry.

Morpeth, a large handsome market-town, stands on the river Wansbeck, from whence its exports in grain are very considerable.

Some years ago, a road was formed from this place to Edinburgh, by private subscription, through Wooler and Kelso; which, though it saves 10 miles, and affords the traveller a view of the Cheviot hills, Kelso, the Tweed, and the Tiviot, must yield to the Berwick road, both in goodness and the variety of pleasing objects.

Therefore, leaving the Wooler road on the left, we advance to Alnwick, a neat market-town on the river Alne, the residence of the antient, the heroic, the opulent and magnanimous family of the Piercies, earls of Northumberland, who, with the Douglasses, were long the admiration of Europe; and often the dread of their respective sovereigns. The family seat at this place is built in the Gothic style, most sumptuously furnished and ornamented; and is open to every stranger or traveller who chooses to walk in. Here the duke lives in state, entertains all ranks of people liberally, from the jolly votary of Bacchus, to the decayed labourer. Nor is the munificence of this family confined to mere acts of charity; the town of Alnwick, and the whole country, have been greatly improved by the present owner.

The lands are finely inclosed, planting is rising on every side; the farm-houses have been mostly rebuilt in a handsome style, the roads are kept in good repair, and every circumstance for the convenience of the tenants, or the embellishment of the estate, hath its due share of attention. This great

N N expence

expence necessarily requires an increase of rent, which, however, does not exceed the bounds of reason, humanity, and moral justice. Though the rent-roll hath increased from 25 to near 60,000. per annum, this extraordinary sum is punctually paid, and all parties are satisfied. It is not paid in kind, as formerly, but in cash or bank notes, at the family seat, every 6 months, when the tenants in their Sunday's clothes, have an audience of the stewards, who give receipts, and take memorandums of repairs and other works to be done. On these occasions, a kind of jubilee is held for 12 or 14 days. The spits and the kettles are kept in full employ; the great tables groan under the weight of the mighty sirloin, the capacious plumb-pudding, and a hundred articles besides, in butcher's meat, fish, pastry, &c. which are washed down in copious potions of wine, punch, or home-brewed ale, so old and so powerful, as to conquer every man, however stout, who gives it a fair trial. In these particulars we perceive that the antient hospitality and manners, have not intirely fled old England.

The rising ground on the north side of the river, gives a full view of this princely seat and its pleasure-grounds. Westward, the mountains seem to draw towards the sea, of which we have a full view; affording an agreeable variety to the generality of travellers, and a new sight to many.

The last stage is Belford, a modern village, where the houses are regularly built, and numbered on the doors, as in London. To Berwick there is nothing remarkable, excepting Holy Island, a small spot, separated by a narrow channel from the main land, whereon stands the antient castle of Bamborough. "The island was purchased from the Fosters, by lord Carew, bishop of Durham, and with other considerable estates, left vested in trustees, to be applied to unconfined charitable uses. Three of these trustees are a majority: one of them makes this

place his residence, and blesses the coast by his judicious and humane application of the prelate's generous bequest. He has repaired and rendered habitable the great square tower: the part reserved for himself and family, is a large hall, and a few smaller apartments; but the rest of the spacious edifice is allotted for purposes which make the heart to glow with joy when thought of. The upper part is an ample granary; from whence corn is dispersed to the poor without distinction, even in the dearest time, at the rate of 4 shillings a bushel; and the distressed, for many miles round, often experience the conveniency of this benefaction.

" Other apartments are fitted up for the reception of shipwrecked sailors; and bedding is provided for 30, should such a number happen to be cast on shore at the same time. A constant patrole is kept every stormy night along this tempestuous coast, for above 8 miles, the length of the manor, by which means numbers of lives have been preserved. Many poor wretches are often found on the shore in a state of insensibility; but by timely relief, are soon brought to themselves.

" It often happens, that ships strike in such a manner on the rocks, as to be capable of relief, in case numbers of people could be suddenly assembled: for that purpose a cannon is fixed on the top of the tower, which is fired once, if the accident happens in such a quarter; twice, if in another; and thrice, if in such a place. By these signals the country people are directed to the spot they are to fly to; and by this means, frequently preserve not only the crew, but even the vessel; for machines of different kinds are always in readiness to heave ships out of their perilous situation."

I have given the history of this charity on a double account; first, that it may stimulate others to follow the example in hazardous situations for shipping; and secondly, as a rebuke to such of the Scottish

travellers as enter England with narrow-minded religious prejudices against the establishment of that country, and particularly that learned and respectable body, the bishops, who, in the opinion of enthusiasts, will be denied the felicity of a future state. Let all such persons hide their faces, and tremble for their unchristian disposition towards their fellow-creatures, and the mischievous consequences to society, wherever such presumption gains the ascendant.

A few miles further, opens a view of the sweet winding Tweed; little indebted, however, at this place, to human industry, in the planting of trees and other decorations. Berwick now appears rising from the north side of the river, over which there is a handsome bridge of 16 arches. Berwick is situated 335 miles from London, and 53 from Edinburgh.

It was antiently a place of great strength, and of more considerable dimensions than at present; often taken by the English, and as often retaken; at length it was finally wrested from the Scots in 1482, and is now a county of itself, governed by the English laws, though situated in Scotland. Its harbour, salmon-fisheries, and exports, have formerly been mentioned. On leaving this place, we have to ascend a hill, which rises, as usual, to a great height from the river, and affords a variety of prospects; on the east is the main sea, on the south is Berwick, the Tweed, and the coast of Northumberland; and on the south-west are the Cheviot hills.

We are now in the shire of Merse, formerly Berwickshire: it consists of two divisions, the lower and the upper; the lower division stretches along the north side of the Tweed near 30 miles in length, and is in general a pleasant well-improved country; the upper part is that through which we pass to Edinburgh, and being mostly high lands, the air is sharp, and the soil indifferent.

A few

A few miles from Berwick, we arrive at Eyton, on the river Eye, where a gentleman of the name of Fordyce hath begun the laudable work of hedge inclosures, which in a few years, will have a pleasing effect; but of trees there is a scarcity, excepting dull clumps of firs, a mode of planting very common in that kingdom, though scarcely deserving the name of ornamental planting. Dr. Johnson, who expressed his sentiments freely on this subject, hath thereby given great offence, though he only spoke what all Englishmen think, when they first perceive the naked state of that country. The old custom of inclosing with stone dikes, begins, however, to be exploded by gentlemen who have any regard for the ornament of their country, the warmth of their grounds, and the protection of the cattle, from the piercing winds of winter, and the flies in summer.

Experience hath convinced them that hedge rows, interspersed at proper distances with spiral trees, are incomparably preferable, in respect of beauty, utility, and duration. This hath long been the practice in most parts of England, where all the branches of husbandry are carried to the highest perfection. Here every field affords shade and shelter; the crops are great, and the pasture is rich. The thorns are planted in double or treble rows, properly fenced from the cattle; the soil is occasionally turned up; and the weeds are carefully taken out. A strong, impenetrable hedge soon repays the first cost, in the warmth of the grounds and the condition of the cattle, and no expence is required in repairs, to which stone dikes are ever subject. The planting of hedges and trees was considered of such consequence in ancient times, that the states of Scotland enforced it by laws and penalties*.

From

* "The lords thinkis speedfull, that the king charge all his free-halders, baith spirituall and temporall, that in the making of

From Eyton we arrive at Coldingham-moor, the eastern extremity of a ridge of hills, which, under various

their Whitfundayis set, they statute and ordaine, that all their tennentes plant woodes and trees, and make hedges, and saw broome, after the faculties of their maillinges, in place convenient therefore, vnder sik paine as law and vnlaw of the barronne or lord fall modifie. James II. anno 1457."

" It is statute and ordaned, anent policie to be halden in the cuntrie, that everilk lorde and laird, make them to haue parkes with deare, stankes, cunningares, dowcattes, orchardes, hedges, and plant, at the leaſt, ane aicker of woodde, quhair there is nae greater wooddes nor forreſtes." James IV. anno 1503.

There is not a word in these laws respecting stone dikes. We may therefore suppose Scotland to have been a well-inclosed country, till the death of James V. in 1542, when Henry VIII. and the subsequent regency, not finding their proposals of a marriage relished by the Scots, between Edward VI. and the young queen Mary, laid the country waste from sea to sea. In a report made to Henry VIII. by the English wardens of the marches, containing the particulars of their destructive incursions between the 2d of July and the 17th of November, 1544, is the following account :

Towns, towers, stedes, barnekyns, parish-churches, bastel-houses, cast down or burnt	—	—	—	192
Scots slain	—	—	—	403
Prisoners taken	—	—	—	816
Nolt, or horned cattle taken	—	—	—	10,386
Sheep	—	—	—	12,492
Nags and geldings	—	—	—	1,296
Goats	—	—	—	200
Bolls of corn	—	—	—	850
Inſight geare without measure.				

In another inroad by the earl of Hereford, between the 8th and 23d of September, 1545, that nobleman rased and destroyed in the counties of Berwic and Roxburgh only

Monasteries and friar-houses	—	—	—	7
Castles, towers, and piles	—	—	—	16
Market towns	—	—	—	5
Villages	—	—	—	243
Milns	—	—	—	13
Hospitals	—	—	—	3

But these were only petty exploits compared to the rough courtship during the subsequent regency, after Henry's death.

The attention of the people being engrossed with ecclesiastical affairs during the succeeding reigns, no care was taken to repair these misfortunes ; objects of national utility and ornament were neglected ;

various names, extends from Coldingham to the firth of Clyde on the west, thereby crossing the kingdom from sea to sea, and dividing the south of Scotland into two parts. No traveller can therefore reach Edinburgh or Glasgow, without passing these hills; but the trouble of ascending them is amply repaid by the grandeur of the prospects which they command, in the descent northwards.

In this moor the traveller is happy to find a decent inn and good accomodations, called Press-inn, 12 miles from Berwic. The ascent still continues through a bleak tract of 3 miles, when the road takes a slanting north-west direction, on the declivity of the hills, and gradually opens a most extensive view of the north-coast, as far as the promontory of Red-head, in the shire of Angus, distant above 50 miles, due north. That coast is, however, soon intercepted, by the coast of Fife, which stretches along the north side of the Forth, from Fifeness, the eastern point, as far westward as the eye can perceive. The entrance of the Forth is distinguished on the

neglected: the country being laid waste, remained in that state till the beginning of the present century, when the religious ferment subsided, and peace and security being established, the gentlemen of the Lothians, began to direct their attention to inclosures, and other rural improvements, but without any regard to the laws of their country: instead of hedges, they put themselves to considerable expence in building dikes of stone and lime; which served to confine the cattle from wandering, but not to give them shelter or protection; the consequence is, that in hot weather they run from one side of the field to the other, during the greatest part of the day, and thus waste themselves; to this, therefore, as well as the scarcity of grass and sustenance, is owing the general leanness of the cattle in that country. Neither are these fields so well supplied with water as in England. This example of the Lothians, soon became general in the kingdom, where pitiful dikes of loose pebbles, collected from the corn-fields, were called fences, and the grounds inclosed therewith, honoured with the name of parks. At length the Glasgow merchants seeing the inefficacy of these miserable expedients, and ashamed of the appearance of their country, struck into the wise plan of hedging and planting, recommended in ages which we call barbarous.

north side, by the isle of May, and on the south by the Bass island, a rock of 300 feet in height, covered with an incredible number of solan-geese, and was antiently a state prison. The Bass, from whatever direction seen, is one of the principal objects in the magnificent views which these hills afford, whether by the Berwick or the Kelso road ; it is also seen distinctly from Stirling-castle, 50 miles west. This rock is only accessible at one place, and that with difficulty, and in moderate weather, yet old people remember an orchard on the summit.

A fertile country, and decent farm-houses, with well-filled yards, now begin to appear on every side*. The farms let from 2 to 500l. per annum.

Had this country, which for several miles lies in a sloping direction to the edge of the sea, been inclosed and ornamented after the English manner, the road to Edinburgh having such commanding views of planting, water, and shipping, would have drawn the admiration of every traveller.

The descent from Coldingham-moor terminates with a glen called the Pease, formerly the terror of female travellers, but now rendered perfectly safe by means of a bridge just completed, which extends from one side of the frightful chasm to the other, and is of itself a curiosity.

It consists of 4 arches, and 3 piers, 2 of which are built on rock ; the height of the arches, including the battlements, is 137 feet ; and the length of the bridge 325. The expence of the whole, which hath been generously raised by the gentlemen of the adjacent country, amounts to 1500l. The glen above and below is filled with well-grown trees.

We are now within 36 miles of Edinburgh ; the

* Happening to pass through this country in November last, I took particular notice of the farm-yards, all of which were well filled with large handsome stacks, placed in rows with mathematical exactness, and amounting in number, from 30 to 36.

road is good and the country level; bounded on the south, by a lofty chain of hills; on the north by the Forth; having the opposite coast of Fifeshire always in view.

Dunbar, 27 miles from Edinburgh, is a handsome royal borough, antiently the residence of the potent earls of Hume, of whose castle, which gave shelter to Edward II. in his flight from Bannocburn, scarcely a vestige remains. At this place are preserved some of the Scottish pikes, 6 ells in length, the unwieldy implements of attack and defence in former ages. "As easily," says an English writer who was at the battle of Pinkey, "shall a bare finger pierce through the skin of an angry hedge-hog, as any encounter the front of their pikes."

From this place the road is perfectly level to Haddington, the capital of the county of East Lothian, formerly a place of trade and consequence, at present a poor royal borough.

A few miles further, we pass the field of Preston Pans, where the brave colonel Gardener lost his life near his own garden walls, when 3000 half-armed Highlanders, defeated, and almost cut to-pieces, the royal army, commanded by general Cope. At a short distance stands the large village of Musselburgh, at the mouth of the river Esk. The Forth at this place, hath the appearance of an inland sea, widening from 9 miles at its entrance, to 18 miles between Musselburgh and Largo Bay, in Fifeshire. Though now within 6 miles of Edinburgh, the traveller perceives no part of that city till he hath arrived at the base of Arthur's seat, where he finds himself at once amidst smoke and business.

This metropolis is situated in 55 degrees, 57 minutes north latitude, and 3 degrees, 14 minutes, longitude from London.

Distant from that city, by Carlisle, 396 miles; } 388
——— by Wooler and Kelso, 378; by Berwick }
Distant

Distant from Glasgow, by Calder, 44 ; by Falkirk	—	—	43
— Dungsbay-Head, in Caithness	—	—	273
— Port-Patric, in Galloway	—	—	132
— Dublin, by ditto	—	—	268

It stands in the centre of that fine tract of land which stretches 50 miles along the side of the Forth, called the Three Lothians, and within 2 miles of the spacious Forth, having thereby the benefit of sea-breezes, which, in winter, blow pretty fresh on a city of such elevation.

The country around being also finely variegated with hill and dale, contributes to the health of the citizens. Here argues, and some other disorders common in England, are little known.

The site of the old town is extremely singular ; a ridge or hill, rises from the west side of Arthur's seat, by a gradual ascent, and in a westerly direction, to the height of 180 feet. It stretches above a mile in length, and terminates in a perpendicular rock of 300 feet from the base. This rock being inaccessible on all sides, except the east, naturally suggested the expediency of a fortress on the summit, consisting of an area of 6 English acres ; in what age, or by what people it was made a place of strength, history is silent. From this origin we may, however, trace the progress of the city ; first, in houses built contiguous to the fortress or castle, by which they might be protected, and there increasing, from age to age, extended at length to the opposite or lower termination of the ridge, near the bottom of Arthur's seat. The old city therefore consists chiefly of one street, built on the summit of this sloping ridge, and extending from one hill to the other. It is straight, well-built, and considered by the inhabitants as magnificent. The houses are generally 5 or 6 stories high in front, and from 6 to 10 stories backwards, owing to the narrowness of the ridge, and its rapid declivity

on

on each side*. The whole, at a distance, having the appearance of vast buildings, crowding for security under the wings of the castle.

The views from Edinburgh are its glory; as its incommodious buildings; its narrow dirty lanes, there called wynds and closes, are its disgrace. An open space between the main street and the gates of the castle, called the Castle-hill, affords the citizens an airing before breakfast, dinner, or in the evening, with an extensive view of the new town, the Forth, the shipping, and the adjacent countries. From the castle itself, the views are still more magnificent; but these must yield to a circular walk on the summit of the Calton hill, which affords prospects of town and country in every direction, so variegated and enchanting, as even to surpass the extravagant descriptions in romance; yet these views, however improbable it may seem to persons who have not been at Edinburgh, are lost in the comparison with what Arthur's seat commands.

This hill, as before observed, forms the eastern boundary of the town, from whence it rises to the height of 700 feet, being more than double the height of the cross on the top of St. Paul's, London, which is 340 feet. It terminates in a point, where the traveller may sit down, and survey at his ease, the centre of the kingdom; besides a compleat view of Edinburgh, and its castle, on which he looks down, as if seated among the clouds. These near views have been greatly heightened by the buildings lately erected, and will receive additional splendour from those now in contemplation.

The city being chiefly raised upon a narrow ridge, with one main street extending along the summit, a number of narrow lanes, upon the declivity on each

* The front of the exchange is 60 feet; the back-wall 100; but there are back walls that seem much higher than the exchange, where I have reckoned 11 or 12 stories.

sider, where neither carriages nor horses could pass without danger, thereby lost, in a great measure, the advantages arising from the resort of persons of rank or fortune, many of whom took up their winter residence elsewhere, and thus the balance procured by the industrious manufacturers with foreign nations, was regularly drained away by the opulent and idle, to the seats of dissipation, in distant climates. At length, several public-spirited gentlemen and citizens, beholding with concern, the miserable condition of their metropolis, and perceiving the advantages which nature offered for its improvement and extension, published a plan of a new city, in a more eligible situation, for the residence of the higher ranks in life, and totally unconnected with the old town.

The descent on the north side of this strange mass of buildings, terminates in a narrow valley called the North Loch, from its having been formerly covered with water. This valley extends the whole length of the town, from east to west, and is bounded on the north by a rising ground, which stretches in a parallel direction with the old city, three quarters of a mile in length, the breadth sufficient for three streets to run in the same direction; the summit is flat, the soil is gravel, and the air is pure, of which Boreas frequently sends copious drafts from the north-east and south-west. This fine spot is bounded westward by a romantic steep glen, shaded with trees, under which the water of Leith flows towards the town of that name, and forms its harbour. Thus bounded on the south by the North Loch, on the west by the water of Leith, on the north by the same river at a short distance, nature could not have formed a place more suitable for enlarging an over-crowded capital; and, consequently the magistrates, in 1767, obtained an act for extending the royalty over the said grounds; marked the outlines of a new town, upon a regular plan

plan of architecture; a view of the same was published on copper-plate; and lots of ground were immediately taken by the nobility, gentry, and principal inhabitants, upon building leases, subject to quit rents payable in perpetuity to the corporation. The houses were to be of stone and slate; commodious, elegant, uniform, and the height limited to three stories. The streets were to be from ninety to one hundred and twenty feet wide, perfectly straight, and to cross each other at right angles. Each end of the town was to terminate with a square; churches and public buildings, were to be erected in the most conspicuous places, for ornament as well as convenience. The North Loch, at present an unwholesome quagmire, was to be formed into a canal, bordered by terrace walks, and the ascent to the new town covered with shrubberies, &c.

Thus far the design of this intended seat of elegance was laid out, and conducted with taste and judgment. "But when gentlemen had begun to build elegant houses on the faith of the new plan, they were surprised to find the spot appointed for terraces and a canal, beginning to be covered with mean irregular buildings, and workhouses for tradesmen." Thus the magistrates, not satisfied with an increase of revenue, both sudden and unexpected, had nearly frustrated the noble work, by deviating from the magnificent plan which had been published by their authority. The consequence, was a suit before the house of peers, in which the magistrates were cast, with loss and disgrace; besides the mortification of having the management of this business transferred to the hands of the lord president of the court of session, and the lord chief baron of the exchequer.

By this equitable and patriotic decision of the house of peers, in thus wresting the capital from the hands of Vandals, gentlemen were encouraged to proceed in a plan, which, though some deformities have eluded their observation, owing to the strange infatuation

tuation of the magistrates, surpasses any pile of buildings in these kingdoms, of the same extent.

One half of the ground is already covered; and, in a few years, the whole will be engaged. The original plan, which was drawn by an ingenious architect, is so judicious in all its parts, as to preclude the possibility of improvement thereon, one instance excepted; viz. to shelter the two outside streets (each of which consisting only of one row of houses) from the cutting winds of the winter, by planting the descents on the opposite sides with quick-growing trees, of the most ornamental species, as beeches, larches, aspine, Cheshire thorn, and particularly Lombardy poplars, which for their great beauty are now become universal around London. These, in a few years, will rise above the level of the streets, and gradually screen the first stories; while the summits may be planted with double rows of trees, so as to protect the upper stories, and afford an agreeable shade, in summer. Trees thus disposed, will also correct the air, embellish the town, and form a convenient, healthful walk to the inhabitants, especially those whose age or infirmities confine them to the vicinity of their habitations. All schemes of covering the open side of these streets with houses or shops, to the height of one story, as proposed by an anonymous writer, ought to be considered as the delusive projects of interested persons, more attentive to private views, than the ornament and benefit of their country. The manifold advantages arising from these improvements to individuals, the corporation, and the kingdom at large, are now generally acknowledged; and such hath been the spirit and activity of James Hunter Blair, Esq. that during the few months of his mayoralty, he hath drawn up a most judicious plan of improvements on the south side of the town, combated the prejudices and the selfish motives of opposition; and procured an act of parliament empowering the magistrates,

gistrates, and certain trustees, to carry on the important works specified in the said statute.

It hath already been observed, that the old town is built on a narrow ridge or hill, lying almost due east and west; that a valley or glen runs parallel with this ridge on the north, called the North Loch; and another on the south, called the Cowgate, whose banks, though equally steep as the former, are crowded with buildings.

The reader may therefore conceive three towns, separated by nature from each other: The north, or new town; the middle or old town; and a confused medley of antient and modern buildings, on the south.

To connect these detached parts, and to open safe and short communications from one to the other, became a matter of positive necessity, however expensive to a city deeply involved in debts. In 1763, George Drummond Esq. then Lord Provost of Edinburgh, and an ornament of human nature, laid the foundation stone of a bridge, to be built across the North Loch, thereby to join the old and the new town. The length of this bridge is 1125 feet; the height of the three principal arches from the base to the top of the parapet, is 68 feet; the breadth 40 feet. The whole expence of this great work did not exceed 20,000l. being nearly double the sum for which the architect imprudently engaged to complete it.

The utility of the bridge was immediately perceived; the same means became necessary to join the old town with the buildings on the south side of the Cowgate, and a clause is inserted for this purpose in the bill lately enacted; by virtue of which, the Lord Provost laid the foundation stone of the *south bridge*, on the first of August 1785; which bridge is to be built in a straight line from the *north bridge*, across the Cowgate; and from thence southward,

ward, a handsome opening is to be made leading to the country.

The university, an irregular motley building, scarcely deserving the name of architecture, is the object of another clause in the statute ; but the erecting of these and other works mentioned in the bill, however laudable and necessary, seem far beyond the abilities of a corporation so involved in debts, and a university having no accumulating revenues. Though some millions have been expended, and with great propriety, by government, on the capital of England *, since the union of the two crowns ; and though

* It would be impossible, at this time, to ascertain precisely, the public expenditure on works of utility and ornament in this great capital, exclusive of the city expenditures ; some idea may, however, be formed from a statement of the following parliamentary grants within these last thirty years.

Building Westminster bridge	—	—	389,000
Repairing London bridge	—	—	100,000
Horse Guards, probably	—	—	100,000
Somerset House, if carried on as it ought to be, upon the most extensive plan, will cost	—	—	400,000

The expenditures by the Irish parliament, on the capital of a dependant province, with little trade and few manufactures, seem to exceed credibility ; but the gentlemen and citizens of that kingdom have great public spirit ; they love magnificence, and are fond of embellishing their capital upon the models of Greece and Rome. They are equally attentive to the improvement of their harbour ; about thirty years ago, or upwards, they began to build a wall equal in breadth to a moderate street, which, when completed from Ring's End to the Light-house in the bay of Dublin, will extend three miles. This great work was undertaken with a view to protect shipping in their passage to and from Dublin, through an open, and often a fatal bay, as well as to deepen the channel, which at high water hath only eighteen feet. The work is not yet completed, though 2 or 300,000l. hath been expended ; probably the whole, when finished, will cost half a million ; and it is proposed to carry a similar wall upon the north side of the channel ; if this shall be carried into execution, the sum total will be 1,000,000l. The canal from Dublin to the Shannon, hath cost upwards of 300,000l. agreeable to the declaration of Sir Lucius O'Brien ; though little more than thirty miles are yet completed, being scarcely one third of the intended

though more than a million hath been expended by the Irish parliament on the metropolis of that country, its

tended line of navigation. The whole when finished, may cost 800,000l. at the lowest calculation. Another little bit of a job, the custom-house, is now carrying on at an expence of 300,000l. and if parliament throws in another 50,000l. it will be a good guard against contingencies. The building is composed of highly finished Portland stone ; and when completed, will display one of the most extensive and magnificent structures in Europe. On the grand front facing the Liffey, are the gods of the twelve rivers in Ireland, having long beards and large piercing eyes, beholding with satisfaction cargoes of Irish produce and manufacture departing from Dublin to feed and cloath the world. A bridge is to be built directly from the custom-house to the south side of the river, from whence a spacious street, possibly a mile in length, is to be carried to the verge of the town, and there terminated by an extensive square, circus or crescent. A trifle of 500,000l will do this business completely.

Dame-street, which leads from the castle to the parliament-house, being too narrow for a general thoroughfare, it was resolved to remedy the inconvenience, not by pulling down a few corner houses, but by erasing the whole south side of the street, about a quarter of a mile in length, and erecting a uniform row of houses, with large elegant shops, suitable to the magnificence of the city. A few hundred thousand pounds will purchase the property and complete the new buildings.

To enumerate bridges, prisons, barracks for 4 or 5000 soldiers, circular roads, hospitals and other works from 5 to 20,000l. each, would encroach upon the reader's time, and life is short. I shall therefore only add some of the parliamentary grants during the sessions of 1785.

To Mr. Cunningham on account of fisheries, store-houses, &c.	£. 20,000
To encourage the growth of hemp and flax,	2,000
For bounties upon home-made manufactures made above ten miles from Dublin	20,000
For providing wheels, reels, looms, and other machinery for such manufacturers of Dublin as would remove to the country	5,000
For apprenticing out children from charter schools	4,000
Annual funds of the protestant schools to be extended to	10,000
Ditto the foundling hospital	14,000
Ditto the house of industry	10,000
Ditto the marine school	1,000
Ditto the Hibernian school	1,000
Ditto the first fruits	3,000
Building record offices, and 4 courts	3,000
Dublin society	5,000
Inland navigations over and above other supplies	7,000

harbour, bay and canal; we do not find that the British parliament have ever voted the smallest moiety towards the relief, the ornament, or the conveniency of the hitherto decayed metropolis of Scotland; nor is there reason to hope, that any assistance whatever will be granted, beyond the trifle allowed from the forfeited estates, for completing the register office. The inhabitants of Edinburgh, to the high taxes already imposed by government and the corporation, must take upon themselves, the expence of these improvements also; and that not with a sparing hand, but to the utmost of their abilities. Enlightened and animated by two patriotic magistrates of taste and judgment, they are to consider themselves as the founders of a great and splendid city, which, from the advantages of nature, and a due regard to the embellishments of art, may eclipse in beauty, any city in Europe, those of Italy excepted. Invested with almost unlimited powers by government, it is now optional in themselves whether to raise a mass of deformity, or draw thither a resort of strangers and an influx of money by the elegance and symmetry of the private buildings; the magnificence of the public structures; the openness and regularity of the streets, and other objects which will occasionally present themselves.

A third improvement of very essential consequence to this city, seems to have escaped the notice of the inhabitants. It hath been already observed, that the rock on which the castle is built, bounds the city on the west. The new town, when completed to Leith water, will extend some hundred feet beyond the castle. A road hath lately been opened in a line from this point of the new town, on the north, to the new buildings on the south. The intermediate ground between this road and the castle, consists of sloping fields, which extend directly to the base of the rock. The fields thus situated in the centre between both

towns, and on that side of the castle which affords the most magnificent prospect of the rock ; lying also on the side of the town, which is least annoyed by smoke, (being, in the sea term, on the windward side, during two thirds of the year) seem intended by nature, as an agreeable outlet to the inhabitants, for health, exercise, society, and amusement.

With a view to these essential purposes, as well as the ornament of the town, and the accommodation of strangers in genteel life, the whole might be laid out in pleasure grounds, with terraces, shrubberies, &c. in the manner of Vauxhall, and inclosed with a dwarf wall, and elegant rails of cast iron.

Though the fields lie at present on the verge of the town, there is reason to suppose, that in less than half a century, they will be nearly in the centre of an extensive, elegant capital, which affords a strong argument in favour of an open area at this place *. Edinburgh begins to surmount its num-

002 rous

* Bartholomew Moss, of Dublin, surgeon and licentiate in midwifry, being moved by the sufferings of the poor women in that city at the time of their lying-in, took a large house in George's-lane, which he furnished with beds and other necessaries, and opened the same in 1745, for their reception, supporting it at his own expence, until its apparent utility, induced several well-disposed persons to encourage the undertaking, by benefactions and yearly subscriptions.

In the year 1750, Doctor Moss finding the house in George's-lane, too small for the reception of the great number of women applying for admittance, took a lease of a piece of ground in Great-Britain-street, whereon to build a large hospital ; and to secure a probability of maintaining it, he first, at the risk of his whole fortune, laid out and finished the present garden, for a polite place of amusement, which is justly admired for its many beauties. In 1751, the foundation stone of the hospital was laid by the lord mayor of the city of Dublin ; the doctor carried on the building, and raised money for that purpose by lottery schemes, and on his own credit, until he had expended above 8000l. In the years 1755 and 6, the Irish parliament perceiving his difficulties, voted 12000l. towards the work, and 2000l. for the doctor's own use, as a reward for his services.

* In 1756, he obtained a charter from his late majesty, incorporating

rous misfortunes ; manufactures and commerce, the true sources of wealth, are in some degree resumed, by which property will be more generally diffused amongst the inhabitants, which will ultimately centre in ground rents and buildings. But the growth of Edinburgh doth not rest upon the revival of a trading spirit amongst the inhabitants. This city is considered as the modern Athens, in politeness, science and literature. The writings of its professors, divines, and lawyers, are every where read and admired. In the healing art it hath been long and justly celebrated. A seminary thus qualified, will consequently draw thither many students from various parts of Europe

ating a number of noblemen and gentlemen, as guardians, and appointing himself master of the hospital during life. In 1757, it was opened by the duke of Bedford, then lord lieutenant of Ireland, and 52 women, who then attended for admittance, were received. From thenceforward this hospital hath been ranked amongst the the first charitable institutions in that city.

The hospital, chapel, steeple, and rotunda, are much admired by the best judges in architecture. Through the rotunda is a passage to the garden, wherein is a fine bowling green, with beautiful walks and shrubberies. The rotunda and gardens are open three evenings in the week, when there is an excellent concert of vocal and instrumental music ; at such times and on Sunday evenings, when there is no concert, there is generally a numerous and brilliant assembly of the first people in the city.

The expences of the hospital are defrayed principally by the receipts of the rotunda, which after deducting the expences, generally amount to 400l. annually ; by collections in the chapel, 200l. by balls in the rotunda in winter, and private benefactions ; the whole in 1779, amounted to 1159, in which year 1064 women were admitted into the hospital. From this it appears, that the expence of each woman and her child, is about 1l. 1s. 5d. including salaries, repairs, &c.

This was the first hospital of the kind attempted in any part of his majesty's dominions, and the great advantage of it being soon observed, application was made to doctor Mois in 1747, by several persons in London, particularly doctor Layard, for his plan, scheme, and regulations, which he transmitted to him ; and the year following an hospital was established in London on the same plan. It is submitted to the magistrates and citizens of Edinburgh, whether a similar plan, on the above mentioned ground, would not be expedient in a capital and neighbourhood containing 100,000 inhabitants.

and America : the present number amounts to 1000, of whom 400 or upwards are in the medical line.

Next in importance is the high school, an antient establishment in this city, consisting at present of a rector and four masters, who teach the Latin tongue with great success, to generally about 400 boys.

Here is also an academy for drawing ; for the deaf and dumb ; and a riding school.

A society for propagating Christian knowledge ; a royal society comprehending various branches of science and literature ; an antiquarian society ; a medical ditto ; a speculative ditto ; a botanic garden of five English acres, under the direction of professor Hope, in which is an area, called the school of botany, where several thousand plants are systematically arranged, besides a great number of curious exotics ; and in a small inclosure, the professor hath a plantation of the true rhubarb, consisting of 3000 plants, most of them twelve or thirteen years old. An observatory is partly completed on the Calton hill, commanding most extensive views, furnished with the large telescope and all the optical instruments and apparatus which belonged to the celebrated Mr. James Short, F. R. S.

The advocates library contains a valuable collection of books, manuscripts, charters, and other records ; elegant prints ; 3 or 4000 coins and medals ; and among other curiosities, an intire mummy, preserved in its original chest, purchased by the late earl of Morton, for 300l. and by him presented to the faculty of advocates.

Edinburgh is also furnished with a play-house, and several assembly-rooms ; one of which is singularly elegant, and nearly 100 feet in length, by 60 or upwards, in breadth. Also a concert-hall, built by Mr. Robert Mylne, architect of Blackfriars-bridge, after the model of the great opera theatre at Parma, but on a small scale. This building is

greatly admired, both for the elegance of the architecture and its admirable fitness for music. The expence of the hall was raised by a musical society, who meet weekly.

A new society hath lately been established for the improvement of that warlike music, the bagpipe; the candidates from various parts of the Highlands, ornamented in the proper ensigns of the order, exhibit annually at Edinburgh, before a numerous audience.

There are annual races on the sands of Leith, every July, for a purse of 100 guineas, given by his majesty; a plate of 50 guineas value, by the city of Edinburgh; the noblemen and gentlemen's purse of 100 guineas; the ladies subscription-purse; and other prizes. The races last a week, and are much frequented from both kingdoms.

About 300 nobility and gentry compose the royal company of archers, many of whom meet weekly during the summer, to train themselves in that ancient exercise, wherein both English and Scots excelled, and for which they were famed over Europe. They have an annual trial of skill in public, on which occasion they are dressed in tartan, lined with white, trimmed with green and white ribbons; a white fash, with green tassels; and a blue bonnet, with a St. Andrew's cross. They have also 2 standards, whereon are displayed, Mars and Cupid; the motto, "*In Peace and War.*" A yew tree, with 2 men dressed and equipped as archers—the motto, "*Dat gloria vires.*" The Scottish arms—the motto, "*Nemo me impune lacerfet.*" St. Andrew on the cross—the motto, "*Dulce pro patria periculum.*"

The sight of the archers thus equipped, shooting for the prize, is truly noble.

The company of hunters, called *the Caledonian Hunt*, is also composed of nobility and gentry, who appear in uniform at their meetings; they give an annual

annual ball at the palace of Holyrood-house, where, among other regulations, *no gaming is allowed*.

We shall conclude this list with the company of bowlers—and the company of golfers, each of them being governed by certain regulations.

The hotels in Edinburgh have every claim to recommendation, in respect to the elegance of the buildings and furniture, the variety of dishes, and the quality of the wines most generally used. These houses are built in the new town, and mostly kept by Englishmen. They are also furnished with coffee-rooms, the London and Edinburgh newspapers, with other publications.

Such are the allurements of this rising city—salubrious air, variegated and extensive prospects of land and water; provisions and vegetables cheap and plentiful; spirits and wines unadulterated; coals at 8s. or under, per ton; excellent water; machines for salt-water bathing; respectable schools for both sexes; a celebrated university, in which arts, science, philosophy, and all the branches of literature, are taught on easy terms; academies; literary societies; a flourishing botanic garden; an observatory; public libraries, and all the fashionable amusements. To these, and other circumstances, is owing the constant influx of new inhabitants, and the rapid increase of buildings within these few years past.

People of landed estates, who used to board their children for the benefit of the schools and university, now purchase or hire small commodious houses for a temporary residence, while the numerous amusements of the town, and the pleasure of polite society, engage others to become citizens for life.

When shady walks and pleasure-grounds shall be formed, for which Princes-street, Queen's-street, and the fields already described, are well adapted; and when a penny post-office shall be established (which would also increase the town-revenue) the conveni-

encies and allurements of this city will be irresistible.

Of the harbour of Leith, though lying upon the spacious river Forth, little can be said in its favour. In appearance and dimensions, it resembles the tower-ditch at London, and hath only 9 feet water at neap-tides, and 16 in high-spring tides.

Were the funds of the city adequate to the expence, several feet water might be gained at the bar, and the harbour made capable of containing 100 sail of ships, and of keeping all vessels not exceeding 12 feet water, constantly afloat. The shipping of the port of Edinburgh, is calculated at 10,000 tons; that of London, 200,000. The largest and finest ships belonging to Leith, are the London traders, who make 7 trips every 2 years at a medium.

It is supposed that the balance in favour of London, and other parts of England, with the Forth, since the increase of buildings, and population in Edinburgh, amounts to half a million annually.

The distance from Edinburgh to Perth is 40 miles, almost due north. The first object that presents itself is the river Forth, which may be crossed at Leith, where it is near 6 miles over, or at the Queen's-ferry, 9 miles above, where the passage is less than two miles. Both of these roads unite at Kinross, a pleasant town on the banks of Loch Leven, a lake of twelve miles in circumference, ornamented with woody islands, on one of which, the unfortunate Mary queen of Scots was imprisoned by her subjects. Thus far the country is very fine, and well improved; consisting of gentle risings, and rich crops of grain, but without those hedge-rows, interlined with trees, which ornament the plains of the south.

From Kinross, the country assumes a mountainous appearance, very proper for sheep, but injudiciously cut up, in many parts, for the raising of slender crops

crops of grain, a custom too prevalent throughout the whole kingdom of Scotland.

The descent from these hills opens a view of Stratherne, a rich valley, 30 miles in length; bounded on both sides by verdant sheep-walks; interspersed with the seats of nobility and gentry; and beautified by the numerous windings of the river Erne. Cross the bridge, and ascend the base of Moncrief hill, commanding an extensive prospect of Perth, the Tay, and the Grampian mountains.

This is the shortest, and most usual road to Perth; but travellers, who wish to see the remains of a city, celebrated formerly for science and commerce, must, after their passage from Leith, keep along the east-coast of Fife-shire, till they arrive at St. Andrews, whose ruins, at a short distance, exhibit a picture of Gothic magnificence, and Christian barbarity.

The town consisted of 4 streets of considerable length, and proportionable breadth, running parallel to each other, in straight lines. Three of the streets still remain; of the fourth, hardly a vestige is to be seen. Further particulars, respecting this fallen city, would be painful in the recital.

After passing through an open country of 9 miles, the traveller arrives at the banks of the Tay, where that river is 2 miles in breadth; it widens above, to 4 miles; and is navigable for coasting vessels as high as Perth, from whence much salmon is exported to London. The ferry can only be crossed after half-flood, when stout boats are continually plying for passengers to Dundee, a handsome town, finely situated for trade, and long celebrated for the commercial spirit of its inhabitants, who are equally distinguished for their taste, in whatever relates to ornament, or utility.

The distance from Dundee to Perth is 22 miles, through the Carse of Gowrie, esteemed the garden of Scotland, but which, its envious neighbours say,

is denied fire in winter, water in summer, and the grace of God all the year. There are 2 roads through this delightful spot ; the lower and the upper. The lower road is upon the edge of the Tay, and hath a near view of the opposite coast of Fife, which rises in a gentle ascent from the water, and in beauty and fertility is little inferior to the northern shore. The upper road commands one of the richest views in Great Britain, and is consequently preferred by all those who travel for health or amusement. It is carried along the margin of the Gowrie hills, whose sloping sides are every where covered with rich fields of wheat, clover, or thriving plantations.

Within a few miles of Perth, these hills begin to close upon the river ; the terrified stranger finds himself environed by lofty impending precipices, cloathed however to a considerable height, with natural woods ; a specimen of the rude magnificence so frequent in the Highlands, which are now at no great distance.

Perth stands upon the west side of the Tay ; it consists chiefly of two handsome streets : is, upon the whole, an elegant town, and admits of great improvement. Its shady walks on the banks of the Tay, the opposite hills covered with rising plantations, the handsome bridge, from whence there is a view of an extensive plain bounded by distant mountains, compose a justly admired landscape.

But no traveller, who is not in a deep decline, should leave this place, until he hath ascended the hill of Moncrief ; where, having gained the summit, his labour will be amply repaid. Vain would be the attempt of the most fertile imagination, to display, by description, the scenery which that hill commands. The soft, and the rude touches of nature, are so finely blended, that the eye alone can delineate them.

On leaving Perth, the Grampian mountains appear in full view, stretching in a north-east direction, from Loch Lomond to Aberdeen; having in front, the valley or plain of Strathmore, of considerable extent and fertility; the great theatre of Scottish valour, in defence of their country and liberties; and is therefore styled, by way of pre-eminence, *classic ground*. The Caledonians had long beheld, with deep concern, the encroaching spirit of the Romans, in Britain; their vigilance, perseverance, and progressive conquests, from the Thames northward, till they arrived at the base of these mountains. Here the Caledonians, seeing themselves invested by sea and land, with a view to the complete conquest of the island, made vigorous preparations, to check the further progress of those hostile intruders. Having collected the force of the nation, and lodged their wives and children in places of security, they marched forward in good order, and with a bold countenance, till they came within sight of the Roman legions, whom they no longer considered as invincible. While Agricola was animating his veteran soldiers, exhorting them to put an end to a struggle of 50 years with one great and important day, the royal Caledonian pathetically addressed his countrymen, in a speech of considerable length, of which the following abstract from Tacitus, is here inserted as a specimen:

“ Against their pride and ambition,” said he, “ you will in vain seek a remedy or refuge from any obsequiousness or humble behaviour. These plunderers of the earth, these ravagers of the universe, finding countries to fail them, endeavour to rifle the wide seas and the ocean. If the enemy be wealthy, he inflames their avarice; if poor, their ambition. Neither the eastern world, nor the western, vast as they are, can satiate these general robbers. Of all men, they alone thirst after acquisitions, both poor and

and rich, with equal avidity and passion. Devastations, murders, and universal destruction, they by a lying name style *empire* and government; and when they have spread a general devastation, they call it peace. Dearest to every man, by the ties of nature, are his children and kindred. These are snatched from us to supply their armies, and doomed to bondage in other parts of the earth. Our wives, daughters, and sisters, however they escape violence from them as from open enemies, are debauched under the appearance of friendship. Our goods are their tribute, our corn their provision, our bodies and limbs their tools for the drudgery of making cuts through woods, and drains in bogs, under continual blows and outrages.

“ The Brigantes*, even under the conduct of a woman, burnt their colony, stormed their entrenchments, and, had not such auspicious beginnings degenerated into sloth, might have with ease cast off the yoke and recovered their former liberty. Let us, who are yet unsubdued, who still preserve our forces intire, and want not to acquire, but only to secure liberty, shew at once, in the very first encounter, what kind of men Caledonia has reserved for her own vindication and defence. Here you see a general, here an army; their tributes and mines, with a long train of calamities and curses, ever attending a state of slavery. Whether all these are to be for ever imposed and borne, or we forthwith avenge ourselves for the attempt, this very day must determine. As therefore you advance to battle, look back upon your ancestors, who lived in the happy state of liberty; look forward to your posterity, who, unless you exert

* The Brigantes inhabited Yorkshire, Lancashire, Durham, Westmoreland, and Cumberland. They made a brave defence, under queen Boadicia, and were the last of the South Britons who submitted to the Romans.

your valour in this very field, must live for ever in a miserable state of servitude."

Many battles were fought in this struggle between the thirst of empire and the love of freedom. The Roman legions, more through their military knowledge than superior bravery, generally prevailed; but the Caledonians, aided by their mountains and morasses, though often defeated, were never completely subdued. What the Romans could not, therefore, acquire by the sword, they endeavoured to accomplish by policy. Having stationed themselves in the centre of the kingdom, as appears by the camps still visible in the front of the mountains, they created a distinction between the Caledonians of the east, and those of the west side of the country. To the former they gave the name of *Picti*; to the latter, that of *Scoti*. In order more effectually to divide the nation against itself, they prevented all social intercourse, fomented jealousies, and encouraged feuds, themselves acting as auxiliaries, as occasions required, and prudence dictated.

When the Romans were called home, in the fifth century, to defend the centre of their tottering empire, against the unceasing attacks of Goths, Vandals, and other barbarians; the two nations of *Scots* and *Picts*, who had long been the tools of Roman policy, became, in their turn, zealous, not for freedom, but for conquest. Those plains remained the theatres of fierce conflicts, till the middle of the ninth century, when the *Scots* finally prevailed, and the whole country, now re-united under one monarch, took the name of *Scotland*. The seat of government was transferred from *Rothsay*, *Dunstaffnage*, *Iverlochy**, and other castles of the antient Scottish princes, to

* There still remains a fragment of the castle of *Rothsay*, and a considerable part of *Dunstaffnage*. They are conjectured by antiquaries to be nearly coeval with the Romans in this island. The castle of *Iverlochy* seems, by its architecture, to be of later construction.

Scone, and its neighbourhood, as being more inviting, and also more central and commodious, for repelling the ravages of the Danes, a people who had carried terror and desolation throughout the whole kingdom, but more particularly the eastern coast facing the Baltic. Those districts were, therefore, still devoted to the rage of war, which was rendered more destructive, from the aversion of the Danes to Christianity. The Scots proved generally victorious ; and, at length, the invaders, tired out with fruitless enterprises, abandoned their precarious conquests, about the middle of the eleventh century, during the reign of the famous Macbeth. No place therefore, in Britain, affords so great a variety of antient remains ; such delicious morsels, whereon the antiquary may gratify his curiosity, and the critic display his learning *

Twelve

* They consist chiefly of *Roman Encampments*, at Strageth, Ardnoch, Comerie, and Delvin. *Roman Highways* are also visible in many parts, connecting the different encampments and the lesser stations.

Caledonian Fortresses. These were generally placed on, or near the summits of the Grampian hills, and commanding extensive views of the vallies underneath. They were surrounded with ramparts formed of loose stones, having entrenchments or ditches on the outside. Here the Caledonians lodged their women and children in times of danger, while the young and the brave gave battle to the Romans. The most conspicuous of these posts are at Blairgown, the two hills of Catter-thun, and Denoon castle.

Historical Pillars or Obelisks. These are both instructive and curious. They were erected in commemoration of signal victories gained by the Scots over the Danes, and are generally ornamented with a rude sculpture, or bas-relief of men on horseback, and other emblematical figures and hieroglyphics, which have been accurately described by the antiquaries of the last and present century. These obelisks derive a particular consequence from their being found upon this north-east side of Great-Britain, and nowhere else. Some of these stones are erected at Aberlemni near Brechin. Other pillars of curious workmanship, representing chariots, horsemen, human figures, animals, and centaurs, are found at the village of Meigle. The death of Malcolm II. at Glaimis, is represented

Twelve miles from Perth, the traveller arrives at the noted pass of Birnam wood, and must bid adieu, for a while, to verdant hills, extensive plains, and populous towns. The scene changes instantaneously to lofty mountains, covered with heath, or natural woods; to narrow vallies, winding streams, and extensive lakes. Wherever he directs his course in the Highlands, he is accompanied by wood and water.

represented on various stones near that castle. It had been generally supposed, that the hieroglyphic pillar at Forres on the Murray firth, was the last of that kind towards the north; but Mr. Cordner's publications have opened a new field of antiquities, reaching to the extremities of the island.

Round Towers. These are supposed to be of Pictish or Danish construction, but their uses have not reached posterity. There are only two columns of this singular architecture in Britain, viz. one at Abernethy near Perth, whose height is 71 feet, and circumference at the bottom 47 feet. The other is at Brechin; its height is 103 feet, its circumference near the bottom 48 feet; the thickness of the wall at that part is seven feet two inches, and at the top, four feet six inches.

The *Palace of Scone*. Kenneth II. upon his conquest of the Picts in the ninth century, having made Scone his principal residence, delivered his laws, called the *Macalpine laws*, from a *tumulus*, named the *Mote Hill of Scone*. The same prince conveyed to this place, from Dunstaffnage, the coronation chair of his predecessors, and here it was used for that purpose by his successors, down to the year 1296, when Edward I. of England carried it to London, to the great mortification of the Scottish nation. Their kings, however, continued the practice of being crowned here till the reign of Charles II. the last monarch who honoured Scone with that ceremony.

Of the royal palace of Scone, the abbey, church, and other magnificent buildings, nothing now remains; they were completely destroyed in the year 1559, when there ensued, says Bishop Spottwood, a pitiful devastation of churches, and church-buildings, throughout all parts of the kingdom.

Birnam Wood, and Dunsinane. The place called Birnam Wood is a lofty hill on the west side of the Tay, immediately on the entrance of the Highlands. Dunsinane is a small, but steep hill on the east side of the Tay, on the summit of which, Macbeth built and fortified his imaginary impregnable castle, as a place of security against the attacks of his rival, Malcolm III. No part of the building now remains; but the ditches which surround its area are still visible. The neighbourhood abounds in *tumuli*; and other antiquities.

Every valley, called in that country strath or glen, hath its stream meandering from side to side, and dividing the whole into a number of little verdant peninsulas. The beds of these rivers, are sand or pebbles, barely covered in summer, but which, during the autumnal and winter floods, seem scarcely sufficient to contain the great body of water that rolls along with frightful impetuosity. When, upon a thaw of snow, every mountain pours forth its tribute in numerous little cascades, and every rill is swelled to a river, the inhabitants of the vallies see themselves environed on every side, with impending danger to themselves, their cattle, and their grain. Bridges, especially those of modern construction, are thrown down, trees are torn away, and even stones of considerable weight yield to the pressure of the torrent.

All the accumulating waters, from every direction, in a circuit of fifty miles, are received by the Tay; and this noble river, after collecting the various streams of the centre of the kingdom, falls into the sea below Perth. A river so considerable must, at proper seasons, facilitate the floating of timber, from the glens, and interior parts of the Highlands; of this favourable circumstance the gentlemen of those parts seem now to be duly sensible. Its banks afford a rich prospect of future wealth, arising, in many places, from grounds which could not otherwise be brought into use.

The Tay flows from the north, and receives at Dunkeld the river Bran, whose picturesque banks, improved by art, contribute greatly to the beauties around that elegant seat. The road northward exhibits on every side, an accumulating treasure to the noble proprietor, and extremely pleasant to the traveller. At Logyrait, eight miles above Dunkeld, the Tay and the Tumel unite their copious streams. The natural beauties of this place are disgraced

graced by a mean village, which, though the station of two ferries, hath neither inn nor stable,

From Logyrait northward, the fine scenery of art and nature continues as far as Blair, a residence of the family of Athole during the hunting season.

Thriving plantations, picturesque walks, cut with great labour, expence, and perseverance, through rocks, and impending precipices, over glens darkened with timber; a series of five natural cascades, forming upon the whole near 200 feet in height, abundantly repay the traveller, whose curiosity leads him thus far into the Highlands.

From Blair northward, there are two roads; one leading to the pleasant shire of Murray; the other to Fort Augustus, and Lochaber, now Fort William. Neither of these roads being convenient for carriages, travellers, whose business or curiosity leads them to the North of Scotland, generally go by the lower or eastern road, through Aberdeenshire.

Blair, is therefore, the most northerly stage of *The Short Tour of Scotland*; the traveller hath no choice of returning by another road to Logyrait; nor will he, after a second review of this romantic country, be sorry for the disappointment. Logyrait, situated at the conflux of the Tay and the Tummel, is also the centrical point where the roads from Dunkeld, Blair, Taymouth, and other parts of the Highlands, unite. From this place the traveller now proceeds westward, along the north side of the Tay, which winds, in considerable reaches, through a beautiful valley fifteen miles in length, called Strathtay, abounding in grain, meadows, and plantations. The water which glides through this fine tract receives on the north side, the river Lion, two miles below Taymouth, the seat of the earl of Braedalbane, already described, but all description fails in the attempt to convey suitable ideas of its magnificence.

Here the Tay issues in a copious stream from Loch Tay, a lake fifteen miles in length, one in

breadth, and from 50 to 100 fathoms in depth, furnished with salmon and other fish peculiar to the Scottish lakes. Its banks, on both sides, are fruitful and populous: the road westward, is finely diversified by the windings of the lake, and the various appearances of the mountains; some, impending in rugged precipices, others rising gradually, to a majestic height.

The west end of this lake exceeds, in the opinion of some persons, all the scenery of Dunkeld, Blair, or Taymouth. Here the Tay, and the Lochy, seem emulous in displaying their respective beauties, before they are blended with the lake.

The views of these rivers; of the lake, the islands, and the towering mountains, discover, every where, the patriotic hand of the late earl of Braedalbane; to whose munificence, the public are also indebted for the roads, the bridges, and the commodious inns of this extensive, but townless region.

Here, at Killin, the traveller may consider himself in the centre of Scotland, and nearly at the medium distance between Dunkeld and Loch Lomond, the two main openings into the Highlands, from the south. The road still leads westward, through Glen-dochart and Strathfillan, watered by the Tay, which hath its source amidst tremendous mountains, whereon stands the inn of Tyndrum, remarkable for being the most elevated habitable situation in the kingdom. The waters now take a western direction through the little vale of Glenurchie, till they are lost in Loch Awe, a narrow fresh water lake, 24 miles in length, partly shaded with wood, and ornamented with 12 small islands, whereon are the ruins of a convent, and two castles.

Since the publication of Mr. Pennant's and doctor Johnson's observations on the ecclesiastical remains at Icolmkill, and particularly since the discovery of the natural colonnades in the island of Staffa, several persons of distinction from different parts

parts of Europe, have visited these curiosities; and it being probable that the number of strangers resorting thither will increase, the following remarks may be found useful.

The waters of Loch Awe discharge themselves by a narrow rapide of 3 miles, into Loch Etive, a small branch of the sea. At the junction of these waters, called Bunawe, an English company have long carried on the smelting business, by means of the woods in that country, and highly beneficial to the poor natives, who find employment and good usage in the various departments of the works *. The verdant fields and other appearances on this little spot, plainly indicate the residence of Englishmen. Nor hath nature been sparing of her beauties, in the true Highland style: mountains, wood or water, are the inseparable attendants of those who choose to honour Loch Etive with a visit.

At Connel, some miles west of Bunawe, this lake being crossed almost from side to side, by a hidden rock, exhibits at half flood and half ebb, particularly the ebb of spring tides, a most furious cataract of about 10 feet high, called the Falls of Connel.

There are 2 roads from Loch Etive to Oban, viz. a horse road by Dunstaffnage, and a carriage road formed at a considerable expence across the moors, agreeable to the general practice of Scotland, when a trifle can be saved in distance, without reflecting that many travellers go thither, not to be chagrined, but amused. Persons of this description will prefer the horse road, however inconvenient, in order to view the remains of Dunstaffnage castle, a seat of

* One of the principal partners being informed by his clerk, that the work people had run in debt to the company to the amount of 1400l. this worthy man, whose name is justly revered over the whole country, enquired into their manner of living, and other particulars, and being informed of their sobriety, honesty, diligence, domestic qualities and numerous children, he ordered the whole debt to be immediately cancelled.

the Scottish kings, previous to the conquest of the Picts in 843, by Kenneth II. and where the coronation chair was kept till removed by that monarch to Scone *. This castle is built upon a rock at the mouth of Loch Etive, whose waters expand within, to a beautiful bay where ships may safely ride in all weather. Of this building, nothing remains except the outer walls, which, though roofless, are still in good order. The proprietors of the castle and contiguous lands, have erected some buildings within the walls, where the present laird resides, and where the writer of these sheets was hospitably entertained, and lodged undisturbed by the rattling of arms, or the sounding of the trumpet. At a short distance is a small, roofless chapel, struggling against time and weather, to accompany this seat of kings through ages yet to come. While a certain traveller was looking pensively at these poor remains, they opened their mouth, and said, in a clear voice, “ Mr. —, your country is greatly obliged to you, I hope you will be rewarded in another world.” In this manner, the

* Mr. Campbell the present proprietor, has a small ivory image of a monarch sitting in his chair, with a crown on his head, a book in his left hand ; and, seemingly, in a contemplative mood, as if he was preparing to take the coronation oath. His beard is long and venerable ; his dress, particularly his robe edged with fur or ermine, is distinctly represented. The figure was found among the ruins of Dunstaffnage, and being consequently engraved before the conquest of the Picts, it is to be considered as one of the greatest curiosities now in the island. It corroborates the few remains of antient Scottish records ; it represents the dress of those early times ; and it discovers a knowledge of the art of sculpture, wherein the Scots seem to have made considerable proficiency, of which the before mentioned historical stones, are visible proofs.

Some parts of an antient regalia, were preserved at Dunstaffnage, till within the present century, when they were embezzled by the servants of the keeper during his infirm years, probably for the silver with which the articles were ornamented, and nothing now remains excepting a battle-axe, 9 feet in length, of beautiful workmanship, and ornamented with silver. If Mr. Campbell should be disposed to present these curious remains of ages probably co-eval with the Romans, to any of the Scottish universities, he would thereby merit the thanks of his country.

laird

laird of Dunstaffnage passes his jokes upon strangers; who, should they turn round abruptly, will perceive him speaking to a perpendicular rock, which hath the quality of conveying the words to the chapel, and thus between both, a stranger fancies himself amidst enchantments.

The situation of this regal seat, was calculated for pleasure, as well as strength; a proof that mankind, even in the rudest ages of society, are more or less governed by taste. The views of mountains, vallies, waters and islands, are delightful. On the north side of Loch Etive stood the town of Beregonium, supposed to have been the capital of the West Highlands. It seems, from certain mounds, excavations, and other appearances, to have been a strong fortress, to prevent invasion, or to secure a retreat, as occasions might require. The country abounds in Druidical, Danish, and other antient remains. At the distance of 2 miles from Dunstaffnage, is the bay of Oban, facing the island of Mull, and here travellers are furnished with small vessels, and necessaries for the voyage to Icolmkill and Staffa, which lie on the west side of Mull, in the Atlantic.

The traveller having thus crossed the kingdom from sea to sea, may return by the carriage road to Inverary, a day's journey from Oban, where, if furnished with recommendations, he will be amply rewarded for all his fatigues, and the inconveniencies of Highland inns. This little capital is pleasantly situated on a small bay, formed by the junction of the river Aray with Lochfyne, where the latter is a mile in width, and 60 fathoms in depth.

Inverary hath long been the principal residence of the antient and illustrious house of Argyle, descended from a line of kings; a family of distinguished war-

* In visits of this kind, particularly from mere strangers, it is usual to leave the servants, horses and carriages at the inns, while the company pay their respects to the noblemen or gentlemen in the neighbourhood.

11ors, patriots, and statesmen; the hereditary patrons of arts, science and improvements; and whose history makes a conspicuous figure in the annals of their country *. The present seat is a modern fabric, begun and completed by the late duke Archibald, who also formed the design of an entire new town, upon a commodious, elegant plan, becoming the dignity of the capital of Argyleshire, a country most admirably situated for fisheries and navigation. The town hath been rebuilt agreeable to the original design. The inhabitants are well lodged in houses of stone, lime and slate. They are fully employed in arts and manufactures; plentifully supplied in the produce of sea and land; and in every respect happy under the benevolent hand of the present proprietor. A noble example to the gentlemen of the Highlands, whose efforts, if assisted by government, may do wonders in their hitherto useless country. We cannot quit this subject without remarking the comparatively happy situation of mankind, under the 3 noblemen, whose contiguous estates, occupy the greatest part of a tract, extending from the borders of Aberdeenshire, to the western ocean. Emigration, so fatal to Britain, is scarcely known upon the estates of Argyle, Athol, and Braedalbane; an infallible proof of judicious measures, and humane usage.

Respecting the planting around Inverary, it would be in vain to attempt even the outlines of description. It is extensive beyond conception, and admirably variegated.—Every crevice, glen, and mountain, displays taste and good sense.—Thousands of the gloomy fir are weeded out, and trees pleasing to the eye

* Agreeable to the traditional accounts of senachies and bards, their predecessors were in possession of the lands of Loch Awe, before the departure of the Romans in the 5th century. Camden derives their origin from the antient kings of Argyle in the 6th century. The lineal descent of the family is traced from the reign of David I.

rise from the vale to the lofty summit, in all the sublime magnificence of nature.

This immense wood naturally suggests a conjecture into its value for the various purposes of bark, charcoal, forges, paling, furniture, house and ship building. Some of the beech are from 9 to 12 feet in circumference, and the pines from 6 to 9; but these being comparatively few, we shall state the medium girth of 2,000,000 trees planted within these last hundred years, at 3 feet, and the medium value at 4s. which produces 400,000l. and this for the most part, upon grounds unfit for the plow, being chiefly composed of hills and rock.*

Inverary is situated within a days journey of the Low Countries; but travellers, who incline to vary the scene, will make a previous excursion for a few days to the peninsula of Cantire. The road is carried along the banks of Lochfine, fringed in some parts with natural woods, which are successively devoured by a furnace, the property of an English company, for making charcoal. At the distance of 23 miles from Inverary is Loch Gilp, the proposed seat of a town and canal to the western ocean.

The gentlemen of the county have lately completed a new road from thence to East Tarbat, which affords most beautiful and romantic scenery. Lochline is bounded at this place with lofty mountains, rising immediately from the edge of the water, whose bases of solid rock yielded to the force of gunpowder.

The road was completed at 100l. per mile, of which there are 14, to the Tarbat. It winds beautifully around the little head-lands, generally 40 to

* One of these hills rises immediately from the house a great height, in the form of a pyramid, and is cloathed to the summit with a thick wood of vigorous ornamental trees. On this summit, or point, Archibald duke of Argyle built a Gothic tour or observatory, where he sometimes amused himself. The ascent by the road seems to be half a mile, and the perpendicular height about 800 feet.

50 feet above the lake, now six miles broad, and of which it hath a commanding view. The appearances on the land side are tremendous and romantic. Impending cliffs, and frequently very large detached pieces of rock, produce a degree of terror in travellers unaccustomed to such sights. The ascent is generally sprinkled with young wood of oak, ash, birch, and hazel, which is cut down every 20 years for the bark, and charcoal. Many of these trees grow out of the crevices of the rocks, and I have certainly perceived some growing from the large stones that lie upon the face of the precipices.

This whole scenery is greatly enlivened in wet weather, by a succession of torrents pouring furiously from the summits, and frequently exhibiting beautiful cascades.

The village of Tarbat, which terminates this agreeable stage, is the centrical pass between Inverary and Campbeltown, being 37 miles from each. The little bay at this place is much encumbered with rocks at the entrance, but within, a number of ships may lie secure from all winds. An isthmus of one mile in length separates the bay from West Loch Tarbat.

From this pass a narrow peninsula, from 5 to 10 miles in width, and nearly 40 in length, called Cantire, stretches in a southern direction, till it is almost in contact with Ireland.

Here the road takes a western direction, from the banks of Lochfife to the west side of the peninsula, washed by the Atlantic, and in some parts protected from the great swell of that immense ocean by the Hebride islands, some of which, as Jura, Ilay, Giga, appear in full view.

Jura lies north-west from the road; its length is 20 miles, seemingly one continued mountain, rising in some parts to the height of near 3000 feet. On the west is Ilay, separated from Jura by a narrow but navigable strait, called the sound of Ilay.

The appearance of this island is the reverse of Jura,

Jura, being for the most part on a level with the surface of the ocean. It is 22 miles in length, nearly the same in width; and is reckoned the most improveable island in the Hebrides.

At a short distance from the road is Giga, nearly 5 miles in length, environed by lesser islands, which contribute to enrich the view.

Beyond these, on the south, is the island of Rathlin, near the Irish coast, of which there is an extensive view.

The ocean itself is a source of entertainment, whether in high winds or a dead calm, and in some parts the road is carried along declivities immediately above it. But the inns, if they may be so called, considerably diminish the pleasure of the journey, especially in seasons of scarcity, when oats cannot be procured at any price. Neither are the distances of these inns properly regulated.—They are thus: From Tarbat to the Whitehouse 5 miles; Whitehouse to Bar, 20 miles; Bar to Campbeltown 12 miles. But great allowances are to be made in these respects on a road newly opened, in a remote country, and seldom frequented. If health be an object worthy the attention of mankind, let them for a season quit the card table, with the other sedentary or frivolous amusements, to enjoy exercise, and the fresh air of the Atlantic.

The traveller being arrived at Campbeltown will perceive the good effects of the herring buss fishery, in the appearance of the town and harbour. The bay is beautiful, capacious, and safe, being land-locked on every side, and screened at the entrance by a lofty small island, which breaks the violence of the winds, and the force of the waves. The bay is 2 miles in length, half a mile in width, and hath from 5 to 9 fathoms water, with a good stiff clay bottom.

An antiquary will be surprized to find in this remote country, a cross of beautiful workmanship, and

and richly ornamented with foliage. It was brought from Icolmkill, from whose ecclesiastical remains the inhabitants of the continent have been pilfering for ages.

Respecting prospects, the main object with many travellers, and particularly those who visit Campbeltown, the surface of the country affords several principal situations. One of these rises from the south side of the bay of Campbeltown to a height which over-tops the neighbouring mountains; but to behold the grand expanse of land and water, to the greatest advantage, it will be necessary to ride to the lofty promontory called the mull of Cantire*, where no obstructions intercept those magnificent views of nature, comprehending the south Hebrides, the north coast of Ireland, separated from Cantire by a channel of 13 miles; the firth of Clyde; the islands of Sanda, Ailsa, and Arran; with the coast of Galloway and Ayrshire, at the distance of 30 miles.

Those who incline to visit the Giant's Causeway, on the opposite coast of Ireland, may, if the weather be settled, hire a wherry and four men at Campbeltown, which will convey them thither in a few hours; and should they choose to return by water to Inverary, the same vessel may be engaged at a trifling expence. This passage opens the firth of Clyde, and its islands, viz. Sanda, the craig of Ailsa, Arran, Bute, and the 2 Cumbras. Of these islands, Arran is the most considerable, being 14 miles in length, and generally 7 in width. It resembles Jura in soil, and yields to none of the Hebride islands in height. Bute is near 13 miles in length, and 5 where widest, tapering to a point at both ends. It is in general low and fertile, but totally abandoned by the earl to which it gives a title, who hath not vouchsafed to honour it

* The mull of Galloway, the most southern point of Scotland, lies in lat 54° 44'; the mull of Cantire in lat. 55° 17'; Malin-head, the most northern point of Ireland, in lat. 55° 21'.

with his presence, during these last 40 years, though he draws from thence 4000 guineas annually.

The narrow strait which separates Bute from the continent on the north, is called the Kyles of Bute, by which the voyage between Greenock and the Hebrides, through the proposed canal, will be shortened above 100 miles.

The opening upon the west side is the entrance of Lochfine, which with a brisk gale from the southerly points, may be navigated to Inverary in 4 or 5 hours; the whole voyage from Campbeltown may be performed with ease in one day, allowing sufficient time to dine at the Tarbat, or Loch Gilp.

The traveller, impressed with the unrivalled grandeur and vast expanse of the scenery he hath explored, will now behold the beauties of the little Highland capital with diminished rapture, and the rippling waves of Lochfine, with indifference. He will entertain his grace with the wonders he hath seen, the accidents and dangers he hath escaped, the keenness of his appetite, and the glow of his spirits; and now bidding adieu to Neptune, and his grace's claret, he sets out reluctantly from this hospitable and princely seat, upon his return to the south,

The first part of the stage lies close upon the edge of the lake, which gradually tapers to a point at Carindow, where it receives the river Fine, issuing from a glen of the same name. The tide flows as high as the bridge, and within a mile of which there is eighteen fathoms water. On the east side of the lake is the seat of Sir James Campbell of Ardkinless, a branch of the Argyle family.

After losing sight of the lake, the road affords nothing remarkable. It is carried unavoidably to the summit of a mountain, where the soldiers under general Wade erected a seat for weary travellers, to which they are invited by these words cut on the stone, "Rest and be thankful." From thence the descent is so precipitous, that travellers are glad to

to quit their carriages, and walk near a mile, to a most gloomy and sequestered valley, called Glencroe, bounded on each side by mountains which seem to vie with the Alps.

The various appearances of these mountains, their naked cliffs and summits in all manner of directions, and the clouds swimming underneath, serve to amuse and to improve the contemplative mind.

The traveller, having emerged from this solitary spot, finds himself in view of Loch Long, a salt water lake, 10 miles in length, which communicates with the Clyde, facing Greenock. It resembles Lochfife in its breadth, and hath 7 fathoms water, within half a mile of its head.

This lake, and a small branch with which it communicates on the west, called Loch Goyl, abounds with seals, salmon, white fish and mackarel; of the latter, from 3 to 5000 $\frac{1}{4}$ are sometimes taken at one haul. These fisheries afford plentiful supplies to Greenock, Paisley, and Glasgow, where they are sold at moderate prices.

Gareloch, 6 miles in length, lies on the east side of Loch Long, and abounds in salmon, though incessantly persecuted by a voracious species of fish called pollacks, who are extremely prejudicial to the salmon fishing in the Clyde, and all the waters which communicate with it.

The small district of improveable country round the head of Loch Long abounds in planting, and hath all the appearances of skilful agriculture. Here resides the chief of the Macfarlanes, of venerable age, though worn down with misfortunes. This lake is the eastern boundary of Argyleshire, a portion of which county, and of Perthshire, includes the whole route of the traveller, since his departure from the east coast at Dundee.

He now enters Dunbartonshire; and at the distance of a mile, arrives at East Tarbat, situated amidst natural woods, on an eminence, immediately above

Loch

Loch Lomond, and 10 miles from its head. This celebrated fresh-water lake is ornamented with 28 islands, some of them considerable in extent, and stocked with deer. It is 25 miles in length, and above five where widest. Its greatest depth is 720 feet, where it washes the base of Ben Lomond, a mountain which rises to the height of 3240 feet, above the surface of the water.

The elevation of the road from the Tarbat southward, contributes greatly to the pleasure of the traveller, especially after passing the point of Firkin, which instantaneously opens the whole expanse of the lake, and all the luxuriancy of its woody islands, and indented shores.

The lake is seen at best advantage from some high grounds, above the village of Luss, 8 miles from the Tarbat, where there is a small inn and stabling.

Travellers may also be furnished at this place with boats and watermen, ready at a minute's notice, to embark with their honours on a cruise amongst the islands, but without the conveniency of a canopy, which is frequently necessary, in rainy or hot weather. Here a London waterman, with his skulker "clean'd out so nice, and painted withal," would make his fortune.

On the edge of a small bay is the seat of Sir James Colhoun of Luss, who inherits, through a long series of ancestors, the greatest part of these picturesque domains.

The outlet of this lake forms the beautiful water of Leven, celebrated, in soft pathetic lines, by Dr. Smollet, to whose memory an obelisk hath been erected on its banks, near the place where that benevolent friend of mankind first drew breath.*

Here the manufacturers of Glasgow, induced by

* Too noble to cringe, fawn, or flatter; too just to oppress or cheat; too patriotic, liberal, and compassionate, he died a beggar, and left a widow to solicit, in the public newspapers, the means of subsistence.

the qualities of the water, have established the greatest printfields and bleacheries in that country; but the excises lately imposed upon these branches, with the high prices of provisions, and the boundless influx of India goods, will probably transfer these manufactures to foreign states. This is the sense and the language of every trader from one end of Britain to the other.

The Leven glides in a copious stream over a pebbly bottom, till it joins the Clyde, 5 miles below. It abounds in salmon and trout; and its branches form almost one continued wood, intermixed with villas, meadows and cornfields.

These appearances announce to the traveller his return to the Low Countries, to which Dunbarton, an antient royal borough, is the western entrance.

Here the Leven, navigable for vessels of 200 tons burden, falls into the Clyde, where the latter is a mile in breadth. At the point, or angle, formed by the junction of these rivers, a perpendicular double pointed rock rises from the level beach to a great height, and hath been occupied, from the earliest annals of the Scottish history, as a castle, or armory. A small tower on the summit is supposed to have been a Roman pharos or light-house. The situation of this castle, at the conflux of two considerable rivers, gives it a most extensive and variegated prospect over the shires of Renfrew and Dunbarton, which it fully commands; Cowal, in Argyleshire; the crowded summits of the Grampian mountains, in Perthshire; and the spires of Glasgow, at the distance of 14 miles, in Lanerkshire,

The road from Dunbarton to Glasgow, though mostly on a level, is uncommonly delightful. It is carried along the north shore of the Clyde, and hath throughout an extensive view of Renfrewshire, which forms the opposite shore. At the distance of a full mile from Dunbarton, commences a ridge of hills, which, under various names, extends in a north-east

direction, to Stirling. Of these hills Dunbuck is the western extremity. It rises immediately from the road, with such awful majesty, that romance itself cannot figure a nobler object. Eastward, the hills rise to a still greater height, and are cloathed, a short space, with oaks and other timber, which are cut down every 20 years, for the bark. At the distance of 3 miles from Dunbarton, where the hills dip into the Clyde, barely leaving a passage for travellers, was begun, or ended, by Agricola, the famous Roman wall, vulgarly called Graham's dike, from Graham, or Grimus, (governor of Scotland, during the minority of its prince,) who, upon the departure of the Romans, in the fifth century, broke through the northern barrier, assailed the wall between Newcastle and Carlisle, drove back the trembling Britons, and recovered the southern part of the kingdom, which the Romans had long usurped.

At the distance of half a mile eastward, the road, rising in a gentle ascent facing Erskine house, a seat of lord Blantyre, astonishes the traveller with the grandeur of its views. Here stands Kilpatrick, or Cell Patric, so named from its being the birth-place of the famous St. Patric, a clergyman of this place, afterwards the apostle of Ireland. Every real or imaginary event of remote antiquity hath its tradition: St Patric, while fishing on a small rock in the Clyde, facing this place, was seized by Irish pirates, and carried to their country, where he became a great man. From this circumstance, the rock is called *Patric's Stane.** At Dunbarton, a fair held in March, is called, in honour of the saint, *Patric's Mass Fair.*

Hitherto the road displays a full view of the wide expanse of the Clyde; the picturesque intermixture

* Mr. Golbourne of Cheshire, who was lately employed by the merchants of Glasgow to deepen the Clyde, hath covered this little rock by a dyke run from the shore to the channel of the river, near the key at Erskine ferry.

of hills, woods, seats and plantations. To the grandeur of this western prospect, a gentle elevation, after leaving Kilpatrick, lays open the soft scenery of the Clyde towards Glasgow, whose spires make a conspicuous figure in the landscape. South-east, at the distance of five miles, is a full view of Paisley, a large, irregular town, remarkable for its gauze manufactures, which adorn the heads of the British ladies, and even those of Paris, as appears by the commissions sent from that capital. From this hill to Glasgow, the road is straight and level; the villas are numerous; the farm-houses small but neat; the fields mostly inclosed in the true style of judicious husbandry. These pleasing objects denote the neighbourhood of a large commercial city, striving to correspond, in taste and elegance, with the beauties of its environs.

Glasgow owes the regularity of its streets to a fire, which, in 1652, burnt one third of the city, including 80 warehouses, and the habitations of 1000 families. This calamitous event is recorded in a letter from colonels Overton and Blackmore to Oliver Cromwell, and by which it appears that Glasgow contained from 15 to 20,000 people, amongst whom were some wealthy merchants.

Unfortunately for this, and all the towns in Scotland, the builders have copied the Gothic, unhealthy, and most inconvenient practice of France, instead of the clean, the decent, and commodious dwellings of England, where the whole building is occupied by one tenant only. From this error, in the rebuilding of Glasgow, that city is at present a medley of beauty and deformity. The houses have outwardly, an appearance of elegance; the streets are mostly straight and wide; but the town is disgraced by its narrow, unwholesome lanes or closses; by the inconveniences of an over-crowded population, every house being inhabited by various families, and of various ranks in life. The builders had no conception of small neat houses, from 20 to 25 feet wide,

wide, containing a kitchen and cellars under ground; a shop, parlour, and yard; a first floor for letting out to occasional lodgers; a second and third floor for the family. Neither did they discover the utility of open airy courts, and back streets, for the residence of clergymen, lawyers, and other professions that do not require shops.

The principal inhabitants, sensible of the mistakes of former times, and willing to repair them, have lately built several small streets composed of private houses only. These dwellings are commodious, substantial, and elegant; accommodated with gardens, offices, and all the conveniences of a country seat. Perfection, however, is not the work of a day, or year, but of long observation, and gradual experience. While a stranger admires the elegance of these new buildings, he is greatly disappointed in the appearance of the streets. This is owing to the irregular position of the houses, some being placed forwards; others a considerable way back. Neither hath any regard been paid to uniformity in the colour of the stone, every person consulting his own fancy only, in the position of his house, and the materials of which it was to be composed: irreparable injuries to the elegance of the town, and will be regretted by posterity. One street, however, hath hit, fortunately, upon symmetry and proportion, the good effects of which are perceivable at first sight.

Nature hath been remarkably favourable in respect of situation, whereon to extend the present emporium and ornament of the north. The town is bounded southward, by the Clyde; northward, by a gentle ridge of hills, lying in a parallel direction with that river. These two natural boundaries scarcely admit of any mistake in projecting new streets; yet, if unassisted by a spirited magistracy of taste and judgment, mistakes may, and will happen. Every builder will consult his own convenience; and thus

a spot, formed by nature for health and ornament, will be obscured and irretrievably lost to the community. It would therefore be expedient to lay out, upon a regular plan, the whole front of the rising ground from the High-street to Anderston, and even beyond that village*. A city so distinguished for the industry and ingenuity of its inhabitants, the variety of its manufactures, and the extent of its commerce, should look forward with an invariable view to magnificence, and national honour.

The citizens have lately built by a tontine, one of the most extensive and elegant coffee-rooms in Europe, to which is subjoined a suite of buildings for the purposes of a tavern and hotel, an assembly room, offices for notaries and under-writers. The design, and the execution of these buildings display great judgment, and an excellent taste. The expence did not amount to 7000*l.*

The Clyde hath 5 feet water at Glasgow, and admits of a number of small craft from Greenock, Port Glasgow, and the Highlands. The walks on the banks of this river have a rural simplicity, and are extremely pleasing.

The great ornament of Glasgow is its very respectable and much-frequented university, whose professors have long been eminent in the various branches of science, and classic education. This seminary stands on a rising ground, close upon the country, and is possessed of a large garden for the conveniency of the students; adjoining to which is a botanic garden, an observatory, and a handsome well-furnished library.

When the Romans raised the well-known northern barrier against the Caledonians, commonly named

* It might be proper, for the information and conveniency of the inhabitants, to publish on copper-plate a handsome plan of the town, including the proposed additions, and the western environs, as far as the Kelvin, a river which, in less than half a century, may become the boundary on that side.

Graham's dike, they erected stones with inscriptions, which denote that certain parts of the work were made by detachments of such and such legions. These stones have been collected by the university, together with altars, and other monuments of Roman greatness, which are highly entertaining to the antiquary*.

About thirty years ago, a son of the family, which is the head of the clan Macfarlane, made a valuable present of astronomical instruments to this university.

* Near the western extremity of this wall, at Duntocher, a countryman, in digging a trench upon the declivity of a hill, turned up several uncommon tiles, which exciting the curiosity of the peasantry in that neighbourhood, they broke in upon an entire subterraneous building, from which they dug out a cart load of excellent tiles. Being then, 1775, upon my return from the Highlands, and hearing of the circumstance, I repaired immediately to the place, and by threats and promises put a stop to all further proceedings, in the hope that some public spirited gentlemen would take off the surface, and explore the whole plan of the building, without demolishing it. The tiles were of 7 different sizes, the smallest being 7, and the largest 21 inches square. They were from 2 to 3 inches in thickness, of a reddish colour, and in perfect sound condition. The lesser ones composed several rows of pillars, which formed a labyrinth of passages, of about 18 inches high, and the same in width; the largest tiles being laid over these pillars, served as a roof to support the earth on the surface, which was two feet deep, and had been plowed through time immemorial. The building was surrounded by a subterraneous wall of hewn stone. Some professors in the university of Glasgow, and other gentlemen, having unroofed the whole, discovered the appearances of a Roman hot-bath. The passages formed by rows of pillars were strowed with the bones and teeth of animals, and a sooty kind of earth; in the bath was placed the figure of a woman cut in stone, which, with a set of the tiles, and other curiosities found in this place, is deposited in the university.

On the summit of the hill stood the Roman fort or castella, of which Mr. Gordon hath given a drawing. The foundation was lately erased by a clerk, or overseer of an iron manufactory in that neighbourhood, who was, however, disappointed in his expectations of finding treasure. The same Goth expressed a strong desire to erase a fine remain of the Roman wall, which is carried along the base of the hill, but he hath not succeeded in his wishes, and it rests with the family

sity. And, in 1783, Dr. Hunter, late physician to the queen, bequeathed to it his famous anatomical preparations, library, and museum, which will be a benefit and ornament not only to this place, but to the whole kingdom.

The editions of the classics which were printed under the inspection of the professors, with the types of the ingenious Mr. Wilson, and by the celebrated Messrs. Foulis, are held in such esteem abroad as to sell nearly at the price of antient manuscripts. His present majesty, when prince of Wales, Archibald duke of Argyle, and many other persons of taste and learning, patronised these elegant editions.

Nor must I, as a well-wisher to science, and useful arts, forget to mention the apparatus for natural philosophy in this university, it being unanimously esteemed the most extensive and most useful in these kingdoms. It was brought to that perfection at the expence, and by the unremitting labour of Mr. Anderson, who not only gives lectures on the mathematical and scientific parts of natural philosophy, to those who are designed for learned professions, but who likewise gives separate lectures to artists and manufacturers, in the most simple and engaging manner.

At the north extremity of Glasgow stands its magnificent cathedral, the only entire building of that description now in Scotland. It owes its preservation to the spirit and good sense of the tradesmen, who, in 1579, upon hearing the beat of drum, for collecting the workmen appointed to demolish this venerable edifice, flew to arms, and declared, that

family of Blantyre to prevent such practices in future, upon grounds of which they are the superiors. "The houses in the village," says Mr. Pennant, "appear to have been formed out of the ruins of these erections, for many of the stones are smoothed on the side, and on one is the word *Nero* very legible." Which stone, with another, on which is the word *Lucius*; also some of the Roman tiles, &c. hath found the way to Richmond.

the

the first man who pulled down a single stone should that moment be buried under it. No monument hath been erected to the memory of those virtuous citizens.

There are two main roads leading from this city to Edinburgh; the south road, consisting of 44 miles, and the north road, which, though 50 miles in length, is generally preferred, on account of its views, and the towns through which it passes, or which are contiguous.

The distance by this road to Stirling is 28 miles, through a broken, rough country, very little indebted to modern improvements. A lofty verdant ridge, called the Campsie hills, bounds the northern view. On the south, the road is enlivened by the navigation of the great canal, formerly described.

At a short distance beyond Kilsyth, the road to Stirling takes a northern direction, and gradually opens a view of the Forth, which, from the Queen's ferry to Alloa hath all the appearances of an extensive inland lake.

Stirling is built upon a hill environed with rich plains; and rises, like Edinburgh, of which it is the miniature, in a gentle ascent westward, where it is bounded by a perpendicular, lofty rock, called the Castle, once the seat of kings, and the national councils. The royal palace serves at present as barracks to a few invalids; the parliament house, their lumber room. This building is 120 feet in length, and of proportionable height. It hath been stripped, in the true Scottish manner, of its ornaments and galleries; the roof, unassisted by the public, is mouldering away; and of the royal gardens, some few vestiges only can now be traced.

The views which claim the preference, in Scotland, are those from Galloway, Cantire, Arthur's seat, and Stirling castle; the first, as the reader will perceive by the map, are of kingdoms, islands, seas, promontories, and far distant shores. Those

from Stirling are purely inland, displaying all the beauties and softness of an Italian landscape, agreeably intermixed with waters, plantations, and lofty downs or sheep-walks. Amidst this scenery, the river Forth winds, in a most picturesque manner, to Alloa, forming, in the short tract of 6 miles by land, a navigation of 24 miles or upwards. Above Stirling, the landscape is equally engaging, if not more so. Here the windings of the Forth are less frequent, but more extensive. This western view is bounded by Ben-Lomond, and the Grampian mountains, whose summits are perceived from every direction throughout the centre of the kingdom.

The distance from Stirling to Edinburgh by the Queen's ferry is 36 miles. The first stage to Falkirk commands an extensive view of both sides of the Forth; the rich plain called the Carse of Falkirk, the Carron manufactory, famous for its cannon, and an endless variety of tools and furniture in cast iron. Near Falkirk the traveller passes under the aqueduct bridge formerly mentioned; where the canal is raised above 100 feet in the course of a mile, by means of ten locks, and at the expence of 18,000*l.* one of the most extraordinary works of art in these kingdoms, and which nothing but ocular demonstration could convince of its reality. A most delightful journey upon the south banks of the Forth, where that river is above three miles wide, leads to the elevated and magnificent seat of the earl of Hopeton, situated above the narrow strait at the Queen's ferry, and commanding a compleat view of the river and its islands, from the sea to Stirling.

A short and pleasant stage, through a well-inclosed country, carries the traveller to the base of Edinburgh castle, which, though he hath lately traversed the Grampian mountains, will command his admiration.

Travellers, who entered Scotland by the eastern roads, through Berwick or Kelso, generally return by the

the west, through Carlisle. The first stage from Edinburgh rises gradually to a considerable elevation above that city, and affords, at the distance of ten miles southward, a most extensive view of the Forth, the Lothians, and the county of Fife, overtopped by the summits of far distant mountains.

Here the traveller takes a final leave of the northern Caledonia ; and having passed the narrow ridge of hills which crosses that part of the kingdom from sea to sea, he is carried many miles through a pastoral country, amidst verdant downs, rural streams, and long winding solitary vales *.

In passing these extensive tracts, he will have sufficient leisure to contemplate the works of God, as having been exhibited to his view, in a boundless variety of forms and appearances, and all designed for valuable purposes, which it is the business of man to discover and improve. This will bring to mind what hath been done, and what remains to be done ; the vast tracts of country yet in a state of nature ; the many thousands of sober, well-disposed people, who are thereby lost to themselves, their families and the state. He will perceive that the kingdom through which he hath passed, its vallies, seas, lakes, and islands, is a great store yet in reserve for the aid of a dismembered empire, in strength, in commerce, and national consequence, whenever government shall be disposed to call forth and improve these important sources.

Of the Famine ; the Failure of the Fisheries ; and the Hurricanes of 1782.

While I was engaged in the preceding pages, an event of the most calamitous nature, befel the inhospitable regions which I had been describing. The year 1782 proved remarkably cold and wet, the crops over great part of Europe were more or less

* The property of the duke of Buccleugh, a nobleman equally distinguished for his public and private virtues.

injured, and the northern climates experienced a scarcity, amounting to a famine. The scanty crops in the Highlands of Scotland were green in October, when a fall of snow, attended with frost, prevented every species of grain from arriving at maturity. The labour, the seed, and the straw were lost. Potatoes, which in bad seasons had provided a substitute for grain, were this year frost-bitten, and rendered entirely useless. Thus the earth withheld its bounty for the support of man and beast. During this distress at home, no relief could be obtained from abroad. Ireland, the granary of the Hebrides and the western shores of Scotland, shut its ports against the exportation of grain; those of the Clyde were unable to give any assistance; while on the eastern side of the kingdom, the hazards of enemies cut off the necessary supplies from Germany, the Baltic, and in a great measure from England.

Thus deprived of every resource, by the double calamity of war and scarcity, many hundred persons languished and died through the want of subsistence. The husband and the parent, unable to behold these scenes of distress, without endeavouring to relieve them, set out, amidst frost and snow, upon the long and almost impracticable journey to Inverness, where they expected to purchase a little grain, with the produce of their cloaths or furniture, which they had previously sold, in the districts where they resided. Several of those who had engaged in this generous enterprize, fell a sacrifice to hunger and cold, in their way to the market. They were found dead on the road, in caverns, and amongst thickets, where they had taken shelter from the inclemencies of the weather, while the small, emaciated horses, the companions of their distress, could scarcely stand or walk.

Such was the dreadful situation of the main land, and the islands, during the winter and spring; and though expresses were dispatched to the Lowlands, by the

the clergy and others, imploring immediate relief for a perishing people, it doth not appear that application had been made to government, for that purpose, before the beginning of the summer 1783, when a generous supply was readily granted.

Let us now suppose that a few small harbours and granaries were established at proper distances, along these western shores, and that the communications to the Lowlands were shortened by means of inland navigation; such calamities, if not in a great degree prevented, might be so far mitigated, as to save many lives, besides obviating the necessity of occasional calls upon the Treasury for the relief of those parts.

The year 1782 furnishes another argument in favour of these proposals. The annual arrival of the herrings in the West Highlands had never been known to fail, almost completely, till this remarkable year, when these little visitors seemed to conspire with the seasons, in order to rouse the notice of government towards those distant shores. While the elements kept back or destroyed the regular produce of the earth, the herrings abandoned their well-known lakes, directed their course towards the Irish channel, or stopt there, after their usual progress round Lands End; and here the Highlanders, not being provided with proper vessels, were unable to follow them.

This was not all. While those people were deprived of grain, roots, milk, vegetables and herrings, their usual food in good seasons; an almost uninterrupted succession of storms, such as had not happened within the memory of man, prevented them from attempting the white fishery; neither could they, had the weather been moderate, go to sea, without the means of support. Here therefore was a double famine, the cup of affliction and distress, arising from every possible cause, was now full. From this *ne plus ultra* of human depression, we entertain a hope

hope that matters will revert into a contrary direction, under the auspices of a benevolent sovereign and parliament, to whose humane, as well as political attention, that country and people are most humbly recommended.

The temporary relief granted by parliament on the above melancholy occasion, had not the desired effect. The first supply consisted of a single peck, or 8 pounds of meal to each family, barely sufficient to keep them alive 2 or 3 days. The second supply did not arrive till August or September, during which interval the distress was unspeakably great. The quality of the meal also afforded matter of complaint. It was a mixture of oat, barley, and pease-meal, in such bad condition, that persons who had any means of subsistence, loathed the sight or taste of it. This is not to be imputed to the persons who had the management and distribution of the meal, but to unavoidable necessity, arising from the extreme scarcity of that article. It may be supposed, that meal of the worst quality was the last upon sale, and that the managers had no alternative.

Voyage from Ireland to the West Highlands—Distresses of 300 Emigrants cast amongst the Rocks of the Irish Coast—Further Remarks on the present State of the Highlands.

To the sterility of soil, the cold, watry climate, the avarice of certain proprietors of lands, the want of towns, and inland communications, it hath been observed, is owing that spirit of emigration and adventure, so prevalent, of late years, in the Highlands of Scotland, and which neither remonstrances, shipwreck, nor hardships of any kind can check, as appears from the following relation.

Being desirous to obtain full information relative to the European fisheries, and particularly those of Ireland, now flourishing through the wisdom and munificence

munificence of its parliament, I made a circuitous journey in September 1784, to the West Highlands, by the way of Dublin and the North of Ireland, the seat of the Irish fisheries.

From the increase of Dublin in the space of 10 or 12 years, the elegance of the new streets, the number, magnificence and solidity of the public edifices, lately completed or now erecting, a stranger, unacquainted with the present state of Europe, would conclude that Dublin was the metropolis of a mighty kingdom, whose revenues were boundless: that the spirit and taste of the Greeks and Romans had been transplanted thither, to enliven and ornament the Atlantic.

The country from Dublin to Drogheda, (24 miles) and from thence to Dundalk, (16 miles) consists chiefly of gentle risings, like Devonshire, and produces excellent crops*. A spirit for inclosing with hedge-rows, lined with trees, is now become fashionable in Ireland, but it hath not yet become general in this part of the kingdom.

The majority of the people as far as Dundalk, are of the catholic persuasion, and seem very poor. From Dundalk northwards, appearances change greatly for the better. In this extensive district, usually called the North of Ireland, the people are mostly of Scots descent, industrious, enterprising, and mercantile. The inclosures are numerous, the country is highly improved, and the inhabitants are comfortably lodged in neat houses, whitened with lime. It is hardly necessary to observe, that this is the seat of the great linen manufacture; besides a variety of

* I was informed by an inhabitant of Drogheda, that the exports of grain and meal from that port to Scotland, amounted, upon an average of 7 years, to 100,000l. annually. He said that the millers had lost the manufacture of grinding the oats of late years, through their own avarice, by the practice of mixing sand and lime with the meal, sold there by weight; which discovery had induced the Scots to purchase grain instead of meal.

other branches lately established, for the supply of the kingdom, as well as America and the West Indies; in which branches, the inhabitants are greatly favoured by the cheapness of provisions, and the exemption from injudicious excises imposed in Britain, on soap, candles, coals, salt, leather; articles on which the labouring man expends a principal part of his hard-earned pittance.

The ports in the North of Ireland are numerous; all of them are engaged more or less in the herring fisheries, and most of them, as Belfast, Newry, and Londonderry, have a brisk trade beyond the Atlantic. The coast, from Belfast loch northward, is precipitous, lofty, and when leeward, extremely dangerous to shipping, on account of the violent winds and counter tides of the Atlantic and the channels which communicate with it.

Having arrived at Larne, a small commodious port within 30 miles of the mull of Cantire, from whence the Scots are supplied with excellent limestone, I began to make inquiries respecting the voyage across the channel, and had the good fortune to meet with a genteel family, who were to sail next morning for Cantire, in a light sloop, properly manned and equipped for the passage. The idea of the scenery which the voyage would afford, was a luxury of the imagination, too great to be realized. Next morning, Wednesday, September 15, though fine, proved hazy. The coast of Galloway, Cantire, the craig of Ailsa, and the Hebride isles, which are distinctly seen in clear weather, were now wrapped up in impenetrable obscurity.

The same mist deprived us of a sight equally singular and distressing; a large ship, with 300 emigrants from the North of Scotland, had been that morning driven upon Rathlin island, which we passed at a short distance. A fresh breeze afforded reason to hope that the vapour would vanish, and gradually open the grand views on every side; but great

was

was our surprise and disappointment, as well as danger, when by the increasing fog, we perceived ourselves amidst darkness itself, totally deprived of the sight of land, though within a few miles of the lofty rocks at the extremity of Cantire. We kept, however, in the same direction, expecting every minute to see that cape, which, by our reckoning, must be very near; but the cape, as if displeased with the unfavourable character I had lately given of the coast, was sulky, and would not be seen by the naked eye, or the telescope. An uncommon rolling of the vessel, gave the first intelligence of our situation. This arose from the jarring currents of the counter-tides near the mull of Cantire, which occasion a swell, resembling the bay of Biscay.

Our situation under a brisk gale, amidst darkness, strong currents, rocks, breakers and islands, became somewhat alarming. At length the cape appeared, like a dark cloud, at the distance of 2 miles, on the west, and the island of Sanda directly a-head, where, not daring to make the main land, we cast anchor in a small, but safe bay, with 2 fathoms water almost to the edge of the rocks. This bay or channel, gives shelter to many vessels, and the poor Highland boats, in dangerous weather, but it hath neither key nor inn.

We were, however, amongst hospitable Highlanders, furnished with tea, eggs, butter and fish; but the beds and bedchambers were not very inviting; the company were indisposed, and rest was necessary. It was therefore resolved to attempt a landing on Cantire, which, with much difficulty we accomplished. If a stout, light vessel, met with such hazards in the month of September, the situation of loaded busses and Highland boats, crossing these seas in the long tempestuous nights of winter, must be undescribable*.

After

* Of which I have been a witness more than once, when the noise of the rigging, winds and waves, resembled the loudest thunder,

After spending some time at Campbeltown, on the subject of the fisheries, I proposed leaving that place on the morning of the 18th of September, at which time several of the inhabitants favoured me with their company, and by whom I was informed that a number of shipwrecked emigrants had just entered the town, and were begging money to carry them back to Greenock, to which place a large ship had been seen steering, without her mainmast; which, at that season was an uncommon sight. It immediately occurred, that some useful information might be collected from these unhappy people, respecting the causes of their emigration, and other particulars. With this view I sent for such of them as were in the neighbourhood, and 3 men immediately appeared. My friends being mostly in the magistracy, and 2 of them justices of the peace, it was at first proposed to examine these 3 men officially, upon their affidavits, to which they readily agreed; but it was at last resolved, that the town-clerk should only take their simple declaration, which was as follows:

“ At Campbeltown, the 18th day of September, 1784,

“ In presence of Dugald Campbell, esq. chamberlain of Cantire, and Ronald Campbell, esq. collector of the customs at Campbeltown, two of his majesty’s justices of the peace for the county of Argyll, appeared George Smith, Simon Frazer, and Alexander Calder; who being judicially examined, declare, That upon the first day of September current, they sailed from Greenock, on board of the ship of Greenock, commander, at which time there were on board about

der, and that for many hours without intermission; but the greatest apprehensions were from a lee-shore, which, in these narrow seas, is not easily avoided. Having thus experienced the inconveniences to navigation by this channel, I resolved to examine the banks of Lochfine, relative to a shorter passage, the result of which inquiry hath been fully stated.

300 passengers, including a number of children, bound for America. That after several days storm, their mainmast was carried away on Monday the 6th current, about 4 o'clock in the afternoon, and many leagues to the westward of Ireland. That immediately after losing their mainmast, the master and crew resolved to return with the ship to Greenock, and having put about for that purpose, and continued their course accordingly, they found themselves upon Tuesday evening, the 14th, between the island of Rathlin and the coast of Cantire. That upon Wednesday morning thereafter, about 5 o'clock, the morning clear, and fine calm weather, with a small breeze, they found themselves close upon the rocks of Rathlin, and before any effectual efforts were made to get clear, the ship struck upon the rocks. That after the ship struck, all endeavours were used to get her off, without effect, upon which about 100 souls were landed upon the island, without any necessaries whatever, but their cloaths. That about one hour after the passengers were landed, the ship got clear off the rocks, and for two hours thereafter, continued safe at anchor, when they cut their cables and set sail, the weather being still fine, and the above-mentioned passengers on shore. That after they (the passengers) saw the ship under sail, they followed her about a mile and a half along shore, making signals for taking them on board, but to no purpose, although at this time the master might have taken them on board with the greatest ease and safety to the ship, which was then very near. That the passengers being thus left upon the island without provisions or any other necessaries, they found themselves under the necessity of applying to the rector of the island for assistance, when, after remaining there 2 days and 2 nights, the declarants, and about 20 other passengers, were furnished with the rector's boat, and landed yesterday forenoon, near the mull of Cantire, and came this morning

to Campbeltown, leaving the other passengers at Rathlin. That in consequence of a contribution from the well-disposed inhabitants of Campbeltown, the declarants and their companions have hired a boat to carry them to Greenock. Declare, that the night before the ship struck, as aforesaid, the commander went down among the passengers with an open knife in his hand, and threatened with that knife any person that should oppose him in any thing he then intended to do; upon which he deprived them of their chests and provision-boxes, and put them all into the hold of the ship, which deprived them of the power of carrying any necessaries on shore with them, when they were landed at Rathlin. And being asked why they were leaving this kingdom, they declare, "That their doing so, is altogether owing to their wanting bread at home, and high rents, joined with several successive bad seasons;" and several of the other passengers having appeared in course of this examination, they confirm the above declarations, and are hereto subscribing, all which they declare to be truth."

The paper was signed by 9 persons, mostly farmers and labourers, and also by the above-mentioned justices of the peace, and delivered into my custody, where it now remains. While the clerk was taking the evidence in writing, we examined a seemingly intelligent farmer, relative to his rent, the quantity of grain sowed, the produce of that grain, the number of horses, black cattle and sheep on his farm; when it appeared, that upon a medium of years, the whole produce of the farm, in grain, cattle, sheep, &c. did not amount to the rent which he was bound to pay; thus as the farm did not pay itself, he was giving his labour for nothing, and his family must have been supported by friends, or the petty industry of the women and children in spinning and knitting. He said that many poor men were in the same situation, labouring and toiling, not for themselves, but

but for others, who were never satisfied; and this was affirmed by his companions in the same line of life. Other particulars came out, which I forbear to mention; I shall only observe, in general terms, that they confirm, were it necessary, the representations formerly stated in the course of this work. One of the gentlemen present, who hath an estate and several tenants, exclaimed in a kind of triumph, upon hearing these circumstances, " Thank God, we have no such doings in Argyleshire."

The people discovered the most resolute determination not to remain in Scotland, even supposing the owners of the ship should refuse to take them on board upon their arrival at Greenock.

The case of these poor wanderers was remarkably singular and distressing. After a wretched existence, devoted year after year, to fruitless toil and drudgery, they set out almost penniless, with their wives and 60 children, on a journey of near 200 miles to Greenock; they pay 5 guineas each for their passage; sail on the 1st of September, upon a voyage of 3000 miles; meet with storms till the 6th, when, at the distance of some hundred miles, they lose their mainmast, and dare not venture across the Atlantic. They return for the port from whence they set out; are driven against rocks, and left upon a strange island, without friends, money or change of apparel, in the view of their wives and children, whose situation, thus deprived of their only dependence, is still more distressing.

The consideration of what the women must suffer, gives additional poignancy to the feelings of the men. They are now 100 miles from Greenock; seas must be crossed; a boat must be hired; they have no money to pay for it: Mr. More, a humane clergyman, sees their distress, lends them his boat, and gives them a certificate, stating the particulars of their case*. They land near the mull of Cantire; beg

* The boatmen of Rathlin extorted 1s. or upwards from each of the persons carried on shore, when the ship struck, though the

their way to Campbeltown; where they raise a small sum of which 1l. 5s. is paid down for a boat to Greenock, a voyage of 60 miles or upwards; from whence, the ship being refitted, they again embark for the long wished for land, though to certain slavery or servitude for life.

Being thus furnished with the authentic documents of these scenes, which happened almost in my own view, I hope the narrative will prove a lesson to both masters and tenants. I had formerly said so much upon the bad policy of raising rents so greatly beyond their value in the present state of that country, that the subject seemed to be exhausted; but the striking circumstances of this event, and the causes of it, oblige me, reluctantly, to resume the disagreeable topic.

I shall not, as heretofore, waste paper upon arguments which, with some minds, pass as tinkling sounds. Since neither the precepts of christianity, nor philosophy, can make any impression; since humanity and avarice never can assimilate, we must change our ground, and trace the subject to its origin. The earth which we inhabit, was given for the general support and benefit of all mankind, by a Being who is incapable of partiality or distinction; and though in the arrangements of society, the earth is divided into very unequal proportions, and these confined to a few individuals, whilst the great body of the people are totally cut off, this distribution doth not give the possessors a shadow of right, to deprive mankind of the fruits of their labour. The earth is the property of him by whom it was called into existence; and, strictly speaking, no person hath an exclusive right to any part of it, who cannot shew a charter or deed handed down from the original and only proprietor of all nature; if other-

distance was not many yards. It is to be hoped that Mr. More will take notice of this ungenerous conduct.

wise,

wise, they hold their possessions upon usage only. Grants of lands were made by princes to their champions, friends, and favourites, and these have been handed down from father to son, or by them transferred to new possessors; but where are the original charters from the Author of nature, to those monarchs? In vain may we search the archives of nations from one extreme of the globe to the other. If so, and who can controvert it? the man who toils at the plow, from 5 o'clock in the morning, to sun-set, and who sows the seed, hath undoubtedly a right to the produce thereof, preferably to the lounger, who lies in bed till 10, spends the remainder of the day in idleness, extravagance, and frivolous or vicious pursuits. The tenure of the former is held from God, founded upon the eternal law of justice; the claim of the latter is from man, held in virtue of the revolutions, and casual events of nations.

He, therefore, who denies his fellow-creatures the just earnings of their labour, counteracts the benevolent intention of the Deity, deprives his king and country of an industrious and useful body of the community, whom he drives from starvation at home, to slavery abroad, ought to be considered as an avowed enemy of society; particularly the man who can take the cow from the aged widow, and afterwards, the bed, the kettle and the chair; thus turning out the decrepid at fourscore, to wander from door to door, till infirmities and grief close the scene of tribulation.

Since human laws do not reach such persons, while petty rogues are cut off, in dozens, their names ought to be published in every newspaper within these kingdoms, and themselves excluded from any place of honour or profit, civil or military.

It is such men who bring an odium upon the whole body of the landed gentlemen in the Highlands, and its neighbourhood. Those who, by their

universal benevolence, have the fairest and best of all titles to their possessions, are censured indiscriminately with men who hold their lives only through the defect of human laws ; it is therefore proper to draw the line, and to rescue the innocent or the meritorious from a stigma which, upon the strictest inquiries, seems ill-directed, if not unjust.

When lands began to rise in the more southern parts of the island, the gentlemen of the north, who drew a mere pittance from extensive districts, considered themselves as having an equal right to an increase of rents, but without duly attending to the circumstances of soil and climate, the want of towns, manufactures, and capital.

The tenants, accustomed from age to age, to possess hundreds of acres, for the value of a few pounds, were thunderstruck on finding their rents doubled ; and in many places trebled ; while all the feudal services, some few estates excepted, remained in full force. The consequence of this premature increase of rents need not be repeated ; many gentlemen now see their error, and are taking measures for their own relief and that of the tenants ; but it is too evident, that, from the natural circumstances of the country, no expedients can be effectual, unless assisted, in the first instance, by the public. The proprietors may in some parts, improve the soil, but they cannot improve the climate. Herein lies the great barrier to agriculture in the Highlands ; on which account, the greatest part of the vallies, as well as hills, would have been turned into pasture-grounds, for the raising of cattle and sheep, had not humanity and patriotism stepped forth in the generous breast, and said, *by turning these lands into grazing parks, you will depopulate your country, and deprive the state of 200,000 inhabitants.* Gentlemen recoiled at the thought, and at this moment submit to all the inconveniences of a numerous tenantry, whose rents on some estates are from 2 to 10l. per annum ;

annum; on others, from 10 to 20l. each, which is thought high, though much more could be gained by letting out large districts to opulent graziers, and without risk or trouble.

There is something generous in this self-denial, which merits not only the public applause, but the thanks of government.

Address to the lower Ranks of People in the Highlands.

Having always found you inquisitive after news, and particularly respecting North America, and the encouragements to poor men in that country, I shall give you such lights as have come to my knowledge, and on which you may rely.

While America remained under the protecting and fostering hand of Great Britain, (by which you are to understand England and Scotland) the people were happy and flourishing, beyond any example on record; every year increased their commerce, shipping, and towns, and rolled in new sources of wealth. They were protected at the expence of this country, against all enemies; liberal bounties were granted by Parliament for the encouragement of their natural produce; they were allowed a free trade with our sugar colonies, by which they supplanted the mother country, to a great amount annually, without contributing in men, ships, or money, to the defence of these islands; they had the monopoly of ship-building, and Britain was the principal market, while many of our own ports were neglected, choaked up, or in ruins; they traded on the capital of British merchants and manufacturers to the amount of 4 or 5,000,000l. and were supplied with British and India goods, free of those burdens which the native subjects paid; with other benefits, exemptions and privileges, too numerous to recapitulate, and which would have been further heaped upon them,

had they been actuated more by political wisdom than the machinations * of restless factious minds in both countries, aided by foreign powers, jealous of an empire, which in time might have held the balance in Europe.

The consequence of the war, was an entire separation of those colonies from Britain, and instead of a great and happy line of coast extending 1500 miles in length, it is now split into 13 different states, loaded with debts and taxes; distracted in their councils; without public virtue; shut out from the West India islands; their commerce reduced; their ship-building abridged, and their specie completely drained away.

In a period of such distraction, perplexity, and personal aversion to the natives of Great-Britain, it is not advisable in any man to go thither as an indentured servant, much less so, to drag his family to a country where they will be insulted, and doomed to bondage with negroes, under the rod of a master who hath an uncontrollable power over their persons and services.

More powerful arguments against emigration remain to be mentioned. The soil of those states is in general very productive; but it is well known, that the sudden transitions from extreme heat, to extreme cold; the long fogs, extensive marshes, and excessive rains, produce a train of diseases

* During the last war it was the practice of certain evil-disposed persons of the capital, to print inflammatory hand-bills, which they sent by thousands to America; where, with others of American manufacture, they were distributed amongst the revolted colonies. Seafaring people frequently brought some of these papers to London, as curiosities; one of which acquainted the good people of America, "That the king of Great Britain was besieged in his castle of Windsor, by 20,000 Londoners; and that the queen, a bigotted Roman catholic, had sent her jewels to Venice, where she was going to reside." Great pains were taken, both in England and America, to represent the king in colours the very reverse to his rule of government, which hath been regulated by the spirit of the English constitution, and of universal equity towards all his subjects, of whatever country, religion or complexion.

very fatal to British constitutions, particularly fevers and agues, to which almost every man is subject who is exposed to daily drudgery without doors, or in the woods; besides the tormenting, and almost incessant stings of musketoes and other virulent insects, from which labouring people cannot escape, insomuch that their legs are frequently ulcered, and their life becomes completely burdensome.

The only provinces exempted from taxation, are Canada and Nova Scotia, which still compose a part of the British empire, enjoying all the benefits of its protection, commerce, laws, and constitution; but those countries are covered with frost and snow from November till April, which oblige the inhabitants to dress in skins and furs, and cut off all communication between Canada and Europe during 7 months in the year. Whoever, therefore, prefers America to the temperate, wholesome climate of Great Britain, will find themselves greatly disappointed; and even the Highlands of Scotland may, with a little assistance, be rendered a more desirable place of residence to its natives, than any part of the American hemisphere.

Such being the natural and political state of that country, which many of you considered as a desirable asylum from your present wretchedness, you have no alternative in the choice of your future residence, unless in the season of anguish and despair, you take the desperate resolution of plunging yourselves from bad to worse. Though this account may probably deprive you of those hopes, which, from nature, and the circumstances of the times, will be found delusive, it is a duty to state the truth, that you may no longer remain in suspense on that head.

Supposing therefore, all the golden prospects of a country flowing with milk and honey, to vanish from your imagination, and that the anguish of your minds, thus deprived of the only remaining prop,

is become almost insupportable, it would be in vain, whatever may be said on the contrary, to prescribe what are usually called spiritual comforts. A mind overwhelmed with afflictions, too great for human nature to sustain, and without the hope of seeing better times, is incapable of those sensations which reflection and contemplation affords, in the days of ease, health or prosperity.

Yet hope ought not to be totally precluded. Nations, as well as individuals, are often reduced, by a concurrence of circumstances, to apparent, and seemingly irretrievable ruin; but it is evident, that this humiliating state frequently proves the termination of their difficulties; that after such a day, or year, their distresses gradually vanish. Heaven, the dispenser of all things, prepares a train of circumstances, all co-operating in their favour, and which lead infallibly to the vertical point, prescribed by Divine wisdom.

The loss of America, which in some respects is a national misfortune, will, in others, prove a national benefit, by disposing the public to look towards a country, which, in days of great prosperity, was totally disregarded. Secondary circumstances, as the famine in 1782, may also contribute to enforce and hasten this desirable work; nor should the distresses of your countrymen on the coast of Ireland, though at a favourable season, pass unnoticed; their determined resolution, after these disasters, to hazard another voyage, affords the clearest evidence that the country requires relief.

In order to strengthen your faith in what is likely to happen, let me call to your remembrance the following events, which have actually taken place during these last 3 years, viz.

1. The liberty to resume the dress of your ancestors.
2. The restoration of the forfeited estates, which, though the benefits extend to a few individuals only, shews

shews the confidence which the king reposes in his Highland subjects.

3. The liberal supply voted by the house of commons, for your relief during the season of scarcity.

4. A generous subscription for the relief of the Orkney islands, first opened in the northern counties of England.

5. The late cruise of his majesty's son, upon your coasts; his honouring Stronaway with a visit, and his minute inquiries respecting the fisheries.

These are happy omens of the good disposition of the king and people towards you, and may be considered as preludes to an extensive chain of measures for your relief in all cases that shall be found expedient and practicable; the principal of which will be enumerated in the subsequent chapter. And I may further add, that the major part of the nobility and gentry, both on the continent and the islands, are resolved to take an active share in the generous designs.

These favours or indulgencies from the public, and your chiefs, require a grateful return on your part to God the first cause, and to your king and country, as the means. The benefits between the public and you must be reciprocal; this is what the nation have a just right to expect in return for the expenditure of public money, at a period when the subjects are born down with the weight of unavoidable taxes, to which you contribute nothing, and from which it is probable you will be legally exempted, when the circumstances of your country shall be investigated by the senate.

The departments wherein you are to act in the grand machine of national polity, relate to the army, the navy, and the fisheries.

Of the army department little need be said: you have ever shewn a manly readiness to rise, when called upon, in your country's defence, and an inflexible adherence to your engagements. You have been

been essentially serviceable in every part of the empire, when surrounded with an host of foes, and it is expected that the same spirit, courage and firmness will characterise Highlandmen, in all future ages. I have calculated the quota of intrepid, stout, and bold young men ready and qualified to serve during a subsequent war, at 20,000. If towns shall be built, by which men, women, and bairns may be encouraged to remain on their native soil, I conjecture that, upon any great emergency, you will be able to send out double the above number, to give the Monsieurs and the Dons a warm salute, wherever the young chiels can get within musket-shot of them.

But the main strength, and grand efforts of Britain, are from the navy; which, when properly commanded, hath always proved invincible against combined nations, and let every Highlandman wish that it may long maintain that superiority. As France is now copying Great Britain in her naval equipments, and exerting every nerve to surpass the latter, both in the number and magnitude of her ships, we must be always ready to meet that potent nation, at least with equal force. Within the memory of some men in the Highlands, the number of seamen voted for the war establishment was 45,000; the number hath been increased every succeeding war, and in 1782, it amounted to 110,000; the next war will probably require 130,000, to raise whom we shall be brusken enough, for ye ken fu well, with what difficulty we raised a smaller number in the last struggle. Now, it is evident, that all the other nurseries for seamen united fall short of the fishery nursery, both in number and hardiness, and if government shall be pleased to put the west coast in a way of employing 500 buffes, and 4000 large boats, or wherries, which would engage 31,000 seamen, they must lend a hand to the royal navy, when called upon by his honour's highness prince William Henry, and take a spell of what's going on against the Monsieurs; for it would be a sin and a shame,

shame, to lay the whole burden of fighting, as well as of building ships, upon England.

The great aim of government in supporting the fishery business, is the aid which that branch may be able to afford the nation, when attacked by restless neighbours; and if the public, after laying out thousands, and tens of thousands of guineas, in the Highlands, shall rely upon your honour and faith, in the seasons of difficulty, gratitude as well as justice, should animate your breasts on those occasions, so as to overcome all feelings, or mercenary considerations. The lads must not skulk or run away, when called upon, but enter freely, and with a good grace, upon his majesty's bounty. Besides, they will be benefited by seeing a little of the world, and though there is a great deal of swearing aboard a man of war, no man is under a necessity of conforming to other people's nonsense. Some officers of distinguished bravery, both by sea and land, have scarcely ever been known to utter an oath, which at best, is a paltry low habit, unworthy a man of sense, education, or delicacy.

Neither should the lads suffer their manners to be corrupted in any shape whatever; advise them, with all your eloquence, to retain their original sobriety, temperance, and modesty; qualities which do not pass unobserved by the officers, and on which account the Highland seamen are highly valued in the navy.

The third capacity required of you is of a civil nature, and will benefit yourselves as well as the community. The greatest part of those who reside on the shores and lakes will, it is hoped, be encouraged to direct their attention to all the branches of the fisheries throughout the whole year, by means of bounties to boats, as well as busses, with permission to sell their herrings to strangers. For these and other particulars, I refer you to the next chapter.—If matters shall be put into the train therein stated, your country will become respectable; new fields will be opened

opened for industry, and strangers will resort to your infant towns, from all parts of the kingdom; a complete revolution will pervade the whole Highlands, to the astonishment of the old and the young, all of whom will find employment adapted to their age, capacity, and abilities. But while your condition will be thus mended, and your wants supplied in all things requisite for human existence, dangers of a serious nature are to be apprehended, and guarded against. When the trading world shall break in upon you with all its vicious habits, and when you shall begin to assimilate with that world, it will be difficult to resist the force of example, and the alluring temptations that will appear in a thousand different forms, all of them tending to eradicate your native virtues, and to substitute instead thereof the long train of vices which degrade human nature, and are sooner or later their own punishment. Vice admits of two distinctions, very different from each other in their effects upon society; viz. Those of the senses, and those of the heart. The first are natural or constitutional vices, operating more or less upon the whole human race, and therefore the life of every conscientious person is a continued struggle between reason and the passions. From persons of this description, you have little to fear in social intercourse. You will generally find them fair and open in their dealings, sincere in their professions, and warm in their friendships.

Very different are those whose crimes flow from the heart; as envy, malignity, double dealing, hypocrisy, cruelty, boundless ambition, and insatiable avarice. These are the persons who disturb the peace of individuals, of families, and communities; who overthrow empires, destroy millions, and keep the world in continual fermentation.

Such, you may be assured, will be the imports, as soon as your shores shall hold forth inducements for the resort of strangers. The thoughtless being, who is

no one's enemy but his own, is a rock appearing always above water, which you may easily avoid; but the man of the world, whose ideas continually centre in one object; whose mind is ever on the stretch, devising by what new means he may supplant his neighbour, is a rock which only appears at low tides; while, to close the simile, the designing, the dark, and the ambiguous hypocrite, is a rock always under cover, fatal to thousands, whose inexperience or credulity leads them in that direction. The religious impostor being particularly tenacious of his reputation, is consequently more artful and refined in his designs than other persons, and from the same cause, more unrelenting in his resentments against the objects whom he hath injured.

Such, with some exceptions, is the world, and, if you doubt the truth of this representation, let me remind you of the words of Solomon, founded upon experience, and a general knowledge of mankind. He found *one man*, that is, a man of integrity, in a thousand. Charles II. of England, who was equally conversant with mankind, and equally penetrating into the human heart, used to say, in his humorous way, that "There were two kinds of rogues in the world, all those who wore wigs, and all those who wore their own hair." Mankind in all ages have given nearly the same character of their own species, and a personage, with whose life you are well acquainted, was particularly pointed against human depravity, especially those of high pretensions. The love of splendour, honours, and wealth, having become the ruling passion amongst men of all ranks and persuasions in these kingdoms, it is highly requisite, that you be guarded not only against their artful devices to obtain these gratifications, but also against imbibing the poisonous infection. I have often ruminated upon this head, whether it would not be better to remain in your

present state, uncontaminated with the world, though almost ready to sink under the weight of many evils; or to be placed above these distresses, at the hazard of your morals. In the day of battle, you stand firm and invulnerable against all dangers, however numerous your opponents. Will your fortitude be equally proof against an army of vices, in all their tempting shapes? Be not too confident of your own strength. Cannon and muskets are trifling in the comparison to what you must encounter, from the moment after you first drink out of the same cup with Lowlandmen, Englishmen and Irishmen. I know your answer before-hand; the wetness of the present harvest, by which your crops will be partly lost, and the dreadful prospect of a new famine, leave no room to hesitate. Give us employment, by which we may purchase from others what our own miserable climate does not afford, is your ardent supplication; in which policy, humanity, and moral justice are your advocates. As your request must sooner or later be granted, it will be essentially necessary to assist you at the same time, in the struggle between your consciences on the one side, and the world on the other; for this purpose, an additional number of intelligent clergymen may be settled among you, who would not only attend to matters of spiritual concern, but also assist you with their counsel, in such temporal affairs as might require their aid, in the proposed new line of action.

But as, from the great extent of country, there will still be a deficiency of clergymen for ages to come, you may in some degree supply this defect, by means of a small assortment of well-chosen books; and in order that neither your time nor money may be misapplied, I would advise you to reject all books upon religious controversy, and religious intolerance; or which affirm that the people of such a church or such a sect, and they only, can be saved. This is presumption with a witness! and if

if all such books were collected together and set on fire, with severe penalties on those by whom they were reprinted, it would be doing mankind an essential service. Such writers have the assurance to dictate to the Almighty, to measure out his goodness by square and rule, or by pounds and ounces, which they claim, forsooth, as the exclusive right of themselves, and those of the same persuasion. The books I mean to recommend are such as will not puzzle or distract, but aid the devout mind; as Scougal's Life of God in the Soul of Man; Doddridge's Rise and Progress of Religion in the Soul; Beveridge's private Thoughts; Mrs. Rowe's devout Exercises of the Heart. These books, to well-disposed minds, will prove a never-failing source of comfort, till at length the person, thus disposed, will perceive his own heart to be a church, and that all nature are the preachers. You will discover that every object within your view, from the blade of grass to the mighty oak; from the smallest insect to the elephant, and from the most minute inhabitant of the boundless ocean, to the monsters which sometimes visit your shores, is of itself a perfect system, complete in all its parts, and governed by unerring laws, peculiar to its nature, in its formation, growth, maturity, and decline. Could you extend your contemplations beyond the objects immediately before your eyes, new sources of wonder and admiration would present themselves without end: the globe which we inhabit would, in the comparison with the works of God, appear as a drop of water to the boundless ocean; a mere particle in the wide expanse of the universe, and which, were it burnt to nothing by a planet, would scarcely cause a blank in the great machinery, formed and regulated by Omnipotence.

The same wisdom and power that you see displayed in the little circle which you inhabit, is seen and felt throughout innumerable worlds, whose existence, a divine Being, who is the Author of all that is, and who is omnipotent, omnipresent, and omniscient.

tence, the ingenuity and discoveries of man have fully confirmed.

By frequently exercising the mind on such objects you will begin to make the important discovery, that there are other sources, besides gold or silver, more satisfactory in their operation, and more permanent in the tenure. If there be any real felicity in this world, it is surely in the correspondence between the soul and its Creator ; it is also that kind of riches which accumulate, in proportion to a man's sincerity and integrity. You have therefore greater wealth in store, than many of you are at present aware of ; and thus possessed of increasing sterling treasure, you will lament the extreme folly of those who sacrifice every valuable consideration of this world and the next, for paltry tinsel, by which their avarice may be gratified, and the pitiful object, vanity, may be flattered.

Industry is both a commendable and a necessary duty, when its object is merely to procure the necessaries, or even the innocent gratifications of life, and the ability to assist, in a proportionate degree, the aged or the helpless, whose merit may claim your notice.

So far you may prosecute business with a good conscience, void of offence ; but, beyond that line, danger is near, both to yourselves and those with whom you may be connected, in the concerns of life.

In proportion as the love of money predominates in the mind, conscience loses its force, till at length it ceases to operate, when the deluded being gives full sway to all his desires, breaks through all laws, divine and human ; becomes a false friend, a double dealer, and in all respects a dangerous neighbour ; thus laying up one sum after another, till cruel, unrelenting death, drags him reluctantly from the ill-gotten acres, bonds and mortgages, frequently without allowing him time to assign the disposal of his imaginary riches.

Besides the above-mentioned books, every family on the shores of the Highlands should be provided with a dictionary

spelling book, a small dictionary, a book on practical arithmetic, ditto on practical navigation, a copy book, and a compendious treatise on diseases and cures. These, from the scarcity of school-masters, and surgeons or doctors, are positively necessary; the expence of the whole, including a Bible, and Confession of Faith, will not exceed 11. 4s. a sum which, though beyond your abilities to advance at any one period of time, may be laid out occasionally in shillings or half crowns, till your library shall be completed.

Every family should also be provided with a copy of the fishery laws and custom-house fees; and every man ought to conform strictly and religiously to those laws in all cases whatever, conducting himself in an orderly and decent manner, without injury or offence to those engaged in the same employ; and he who is detected in maliciously cutting his neighbour's nets, or obstructing him in any shape whatever, should be for ever expelled from the fisheries, and the company of all honest men.

Address to the Convention of the Royal Boroughs in Scotland.

GENTLEMEN,

It is universally acknowledged that the fisheries of Great Britain have a strong claim to the particular attention of the legislature,

1. As a nursery of ship-carpenters, who may be ready, when their country demands their assistance, to serve in the royal dock-yards, and facilitate the equipment of our navies.
2. As the primary nursery of hardy seamen to man those navies.

3. As furnishing, if properly encouraged, a considerable article of commerce, giving freights to shipping, and drawing hither from the various mar-

642 ADDRESS TO THE CONVENTION

kets of Europe and the West Indies, in specie and goods, to the amount of 750,000l. annually.

4. In supplying the labouring people with cheap and wholesome food, to the amount of 1,000,000l. annually.

5. In giving employment to half a million of people of both sexes, and of all ages ; as coopers, blacksmiths, joiners, block-makers, painters, hecklers, spinners, net-makers, rope-makers, sail-cloth-manufacturers, and sail-makers, tanners, salt-makers and labourers.

6. As opening inexhaustible sources of wealth amongst a numerous body of people in both kingdoms, thereby contributing to the extension of manufactures, and the increase of revenue.

7. As contributing particularly to the improvement of that hitherto lost country, the Highlands of Scotland, and furnishing 3 or 400,000 people with a competency of the necessaries of life, whereby emigrations would cease, and a numerous colony of soldiers, seamen, and fishers would be soon established.

8. As raising the value of natural woods, and consequently barren lands.

To sum up the whole, as giving vigour to the centre of empire, rendering us less dependant on foreign countries and foreign connections, at all times expensive and precarious.

Such are the gifts that Heaven hath bestowed upon our shores, of which strangers have hitherto reaped the fruits, as stated in the foregoing history of the fisheries, down to the beginning of the present year.

The following particulars will enable you to form some conclusion respecting the present measures of government, for the recovery of that national staple.

The remarks which I had ventured to bring into public view respecting the fisheries, being generally approved of by the inhabitants of England

land as well as Scotland, brought forward that Herculean fee to the bus-fishery, Dr. Adam Smith, commissioner of the customs in Scotland, whose specious writings on that subject, have had too much influence over the minds of men not sufficiently informed to judge for themselves, or to discover the virulence of the author, when he writes on that head.

But the evil doth not rest here. It is greatly to be feared that the unfair statements and conclusions of this writer have also influenced administration and many senators respecting the formation of new laws. If so, we may bid adieu to the Scottish fisheries. But let us not meanly give up the cause of our country without a struggle in its defence. Now is the critical moment, when every practical fisher and well-informed person, ought to take his stand in the best of all causes, the natural rights of mankind, and the relief of distress. It is a cause wherein the Author of Nature, if I may so express myself, is a party concerned. He bestowed those fisheries upon your country, as an equivalent for its barren soil, and shall the inhabitants spurn at the benevolent gift? Shall the prejudices, the dogmatical decrees, and baneful insinuations of a board of customs, be permitted to counteract the beneficent intentions of the Deity. Your ancestors, during the reigns of the 5 James's, enacted laws, enforcing the bus-fishery, as the mode which was best suited to the Scottish seas; they even compelled the nobility, principal gentry, and royal boroughs, to fit out decked vessels proportioned to their abilities, for exploring the boisterous ocean; while boats or wherries were busily employed in the firths and bays. The distractions of subsequent ages, and particularly the capture of the sea vessels, by Cromwell or his officers, annihilated the bus-fishery on the east coast. It was again resumed during the reign of his late

majesty, and carried on with great spirit from the western ports, encouraged by the demands for the West Indies; and again it hath been almost suppressed; not by civil commotions, or foreign invasion, but by the machinations of your countrymen, co-operating with various discouraging circumstances, formerly enumerated.

A committee of the house of commons was appointed in March last, to inquire into the present state of the British fisheries, and into the most effectual means for their improvement and extension. Evidences were examined from both kingdoms; several valuable papers, transmitted to different members, were read, arranged, and printed, for the inspection of the parliament. The season was now too far advanced for entering upon the subject of bounties, but it was proposed to bring in a bill for removing certain impediments, and unnecessary restrictions, as a preliminary to the main objects in reserve for future discussion.

The sense of the Committee was as follows :

From the Facts which are stated in their present, or contained in their former Report, Your Committee have unanimously agreed upon the following Resolutions; viz.

Resolved, That it is the opinion of this committee, that every bus or other fishing vessel, properly fitted out and furnished as by law required for vessels entered for the bounty, should be allowed to clear out of any port of Great Britain, at any time between the 1st day of June and the 1st day of October, and to proceed immediately to her fishing station, and to cast her nets, without being obliged to rendezvous at any other port or place—*Agreed to by Parliament.*

Resolved, That it is the opinion of this committee, That the masters of busses and other vessels employed in

in the herring fishery should be at liberty to purchase fresh herrings of the boat fishers (being British subjects) and to ship the herrings which they shall take, or which they shall purchase as aforesaid, on board any attendant British vessel, with permission to land the same, under proper regulations, in any of the ports of Great Britain, upon oath being made, by the master of the smaller vessel so landing them as aforesaid, or by the owner of the fish, that the fish were, to the best of his knowledge and belief, caught by British subjects; provided that, if the attendant vessel which shall sail with such fish, shall land them at any other port than that from which the principal vessel cleared out, a proper certificate of the number of barrels of salted fish so landed, shall be obtained from the principal officer of the customs at such port, before the bond for the duties on the salt taken on board the principal vessel shall be discharged; and provided also, that no buss or vessel, returning to port within the space of twelve weeks after her clearance outwards, unless with a full cargo, the whole of which shall have been taken, and cured or salted, by such buss or vessel, should be intitled to a bounty.—*Agreed to in part.*

Resolved, That it is the opinion of this committee, That for reviving and encouraging the cod fishery in the North Seas, and in Iceland, the owner of any vessel employed therein should be at liberty to use in the said fishery British-made salt, duty-free, and to warehouse, under the key of the officer, any surplus salt remaining in such vessel, upon her return to the place of her outfit, under the like rules and regulations as are provided for surplus salt brought back in vessels employed in the herring fishery.—
Agreed to.

Resolved, That it is the opinion of this committee, That all busses, and other fishing vessels, should, in future, be permitted to be entered for the bounty, without any limitation of their burden or tonnage;

except that no vessel of less than 20 tons should be intitled to any bounty, and except that no buss or other vessel should be intitled to the bounty for more than 80 tons, although of a larger burden.—

Agreed to.

Resolved, That it is the opinion of this committee, That all busses and vessels employed in the herring fisheries, should be at liberty, during the time of their continuance at sea, to catch and cure cod, ling, and hake, as well as herrings, and should be subject to the same regulations, and have the same privilege of curing the said other species of fish with salt duty-free, as in the case of herrings; but that no bounty should be allowed on the exportation of the said other species of fish; and therefore, that such other fish should be marked by cutting their tails, in the manner prescribed for marking fish cured for home consumption.—*Ditto.*

Resolved, That it is the opinion of this committee, That the duties payable upon fish caught and cured by British subjects (such fish being entered and landed as by law required for fish cured for home consumption) should cease and be discontinued.

I am sorry to observe, that the new laws, though they abolish some impediments, are, in other respects, discouraging to the Scottish herring and white fisheries, which will undoubtedly give your rivals of Ireland and the continent, a decided advantage over you in both.

First, respecting the herring fishery: by the former laws, vessels were to remain at sea 3 months after their departure from port, unless they should sooner have completed their loading. By the new law, they are to remain at sea 3 months, not from the time of sailing, as formerly enacted, but “from the day upon which such owners or masters respectively, first shot or wetted their nets.” Now,

it too frequently happens, that vessels do not fall in with the herrings for several weeks, sometimes 2 months after their departure from port: consequently, every owner must engage men, and lay in provisions and stores for 5 months, instead of 3. It may indeed be supposed that there is a loop-hole, as it is called, by which the law may be evaded, viz. by wetting the nets immediately on sailing out of port. Setting this aside, what chance have the Scottish fishers with their neighbours of Ireland, who are under no restrictions whatever respecting the time of sailing or arrival between the first of May, and the first of February, whether loaded, half loaded, or empty. You will also perceive that the inland duty is continued upon herrings, though " the annual produce of this duty, as appears by " a report transmitted to the committee from the " salt office, upon an average of the two last years, " scarcely exceeds 1,400l."

This trifle requires the same attention and entries as a revenue of 100 times the amount; and is equally troublesome to the merchant or agent.

Secondly, respecting white fish: By the former laws, all white fish exported was entitled to the following bounties, viz.

	L. s. d.
On every cwt. of dried white fish, —	0 3 0
On every barrel of 32 gallons of wet do. —	0 2 0

By the new laws these bounties are withdrawn on British fish, while the Irish merchant is allowed,

	L. s. d.
On every score of ling or cod taken on the coast of Ireland, — —	0 5 0
On every score of hake, haddock, or cod fish, and conger eel, — — —	0 3 0
On every tierce, containing 41 gallons, of cured wet fish — — — —	0 4 3
What chance have the British fishers at foreign markets, against these bounties; or with the Nor- wegians,	

648 ADDRESS TO THE CONVENTION

wegians, who frequent the northern seas at half the expence of our people, in provisions, wages, and the equipment of vessels?

This, gentlemen, is a specimen of what may be expected as the “most effectual means for the improvement and extension of the British fisheries,” whilst the friends of those fisheries vainly imagine, that this most important of all national business can be permanently established with little or no public aid; in which delusion they are encouraged by fawning sycophants, who have recourse to such flatteries, as the readiest means of retaining or procuring ministerial favour, though at the expence of the public welfare, and individual subsistence.

It is not to be supposed that persons in the higher ranks of life have given any particular attention to the subject of fisheries, excepting those immediately concerned therein, by profession, or local situation, of which the number is extremely few*; it is therefore highly expedient, that persons of practical experience

* That the importance of the fisheries is not properly comprehended, appears evident from the opposition made by Mr. Eden, one of the most intelligent members of the house of commons, to the remission of the inland duties on herrings, which Mr. Beaufoy stated at no more than 1400l. This trifling source of revenue also attracted the attention of the minister, who moved that the clause might be postponed for the present.

The debates on this subject also afford a convincing proof, that the subject of the fisheries is little understood. Mr. Eden “made no scruple to acknowledge that he was not sufficiently master of the subject to pronounce upon it with certainty. He said, “he had no other information respecting it, but what he had obtained from perusing the second report, and from consulting 2 or 3 volumes of the statute books upon the table, since he came into the house, and he would venture to say, without dread of being thought guilty of any affront to the committee, that very few of the thirty members present were better acquainted with the subject than himself.” Mr. Eden’s observation on this head is fully confirmed in the third and principal report, where the gentlemen who methodized the same, fairly confess themselves enveloped in mystery and darkness. It is not to be wondered that this should be the case, when persons, whose situation

perience should step forth to rescue the fisheries from the hands of ignorant advisers, and consequently from aliens, by which means they will be effectually secured to the native subjects.

With this view, I signified to several members of parliament, an intention to draw up a set of propositions for the perusal of the traders and fishers in Scotland, as a ground-work, on which the convention of the royal boroughs may compose and prepare a body of fishery regulations, suited to all cases and circumstances; which, when completed, may be transmitted to government.

Besides my own observations and enquiries respecting the British and European fisheries, I have been furnished with remarks, in the form of memorials, signed by the respective magistrates, merchants, and principal fishers on the west coast. I have also received much useful information from the epistolary communications of individuals in different parts of the kingdom, who are engaged in that branch, as well as those who have relinquished the business, as an unprofitable, or a ruinous pursuit.

By means of these materials, I have been enabled to proceed, so far, on sure grounds, as you will perceive in the preceding chapters, where each subject is separately stated; but as these communications are confined to 15 or 20 heads, I have ventured, alone and unsupported, to branch out this great subject to the various cases which occur at present to my

situation in life gives them a claim to a hearing, advance false statements, as Dr. Smith, who in the estimates of the herrings taken by the Scottish busses, includes only those caught in the first, or what is called the bounty voyage, whereas "the busses often make a second, and sometimes a third; and as, one year with another, the herrings taken in these voyages are believed to equal those taken on the bounty voyage, it follows that the quantity taken by the busses is double what they are stated," consequently Dr. Smith's main argument falls to the ground.

memory, the outlines of which I submit, with due deference, to your consideration.

1. As the Scottish seas abound with fish throughout the whole year, besides an annual reinforcement from the great northern ocean, in a compact body, equal in extent to the British kingdoms, it is the duty of the natives to avail themselves of this heaven-directed bounty, to the fullest extent, without ceasing.

2. That the restraining laws enacted from time to time militate against the benevolent intentions of Providence, and have contributed to throw that valuable branch into the hands of aliens, thereby depriving the natives of their birthright.

3. That an unlimited discretionary power should be given to all persons concerned in the herring fisheries, respecting the time of sailing and return, between the months of May and February.

4. That the busses may be allowed to fish, to purchase from the natives, or do both; and in every respect to act as circumstances may dictate for their own benefit, provided, however, that all fresh herrings so purchased shall have been taken on the preceding night, and not before.

5. That the British and Irish seas and fisheries may be common to the natives of either country, subject to the same laws and regulations.

6. That vessels may be allowed to send their captures to the ports from whence they sailed, by means of carrying vessels, when, and as often as they shall judge it expedient.

7. That Ireland, formerly a market for Scottish herrings, hath not only supplied herself, of late, but also become a rival at the West India market, through the wisdom, liberality, and unwearied exertions of their parliament, particularly in bounties, which, by the first laws, amounted to 20s. per ton to all vessels carrying between 20 and 100 tons burden; and is now raised to 30s. besides 1s. 3d. per barrel on all herrings cured after the

Dutch

Dutch manner; also 2s. per barrel on all herrings exported.

8. That Sweden, also a market for Scottish herrings, so late as the year 1750, now supplies herself, the Baltic, &c. to the amount of 200,000 barrels annually, upon an average of years, at from 8 to 10s. per barrel. That the herrings being taken at, or near the mercantile city of Gottenburgh, by means of large nets, in the manner of the salmon fishery, no extraordinary expence is requisite, which circumstance, with the cheapness of the casks, operates as a large bounty, by which the Swedes are enabled to undersell all other nations *.

9. That

* The following table of exports from Gottenburgh may be useful to persons concerned in the fisheries.

	1775	1776	1777	1779	1780	1781
To Cork and other Irish ports,	25,836	36,400	19,267	7,313	12,243	
Madeira and the West Indies,	6,278	7,437	5,826	20,849	7,281	2,760
Dantzic,	5,693	4,321	3,716	755	538	1,120
Stettin,	2,967	740	1,485	2,489	1,770	6,642
Koningsberg,	4,670	4,970	6,592	740	1,601	1,260
Riga,	3,359	3,730	7,337	2,474	2,200	9,534
Petersburgh,	2,179	4,195	7,507	6,263	2,182	3,298
Wolgast,	1,962	2,205	2,458	3,501	3,124	8,380
Different ports in the east Sea,	20,722	16,930	35,170	41,897	33,334	50,270
France and the Mediterranean,	300	4,267	5,413	8,369	11,615	24,225
Barrels of 32 gal. 900 her. in each,	73,966	105,195	94,971	94,600	77,886	107,399
Different ports in Sweden.	20,627	23,272	17,075	40,485	28,778	29,250
Total,	94,593	128,467	132,046	135,083	106,664	136,649

The sale of Swedish herrings hath lately been very considerable in the Dutch island of Eustatia.

When the herrings first returned to the Swedish coast, in the year 1752, they appeared in July and August; they have gradually fallen in with that coast at a later season, and are now seldom seen before the beginning of November, neither are the fish so fat as when they appeared early.

The herrings, as soon as gutted, are regularly laid into the casks or barrels, with salt; after standing 10 or 12 days, they

recon

652 ADDRESS TO THE CONVENTION

9. That of late years there is also a considerable herring fishery on the coast of Norway, taken and cured at little expence.

10. That under the discouraging circumstances of rivalship, and restrictions at home, added to the disproportionate expence of out-fits, &c. the Scottish fisheries have declined, are declining, and will in all probability be reduced to the mere supply of the kingdom, unless they shall be placed on a footing with those of Ireland, Sweden, and Norway.

11. That the patriots of Ireland have declared their intention to advertise in the Scottish newspapers, for experienced fishermen and traders of the latter kingdom, to settle in the towns now erecting upon the north-west coast of Ireland.

12. That some of the most experienced fishers and traders of the west of Scotland have declared to the author of these sheets, their determined resolution to remove with their families, vessels, and property to the coast of Ireland, unless the British government shall place the Scottish fisheries and all salt duties upon an equal footing with those of the former country.

13. That these useful men have often stated their case to government, with little or no effect, owing, it is supposed, to the secret influence of their enemies. That they lately renewed their humble appli-

reckon them ready for shipping, when the barrels are well daunted, and filled up. The herrings that are salted yield no oil, it is extracted only by boiling them in boilers that contain from 10 to 20 barrels. On an average 18 barrels of herrings yield a cask of oil, nearly 32 gallons measure. In 1781, the Swedes exported 14,542 barrels of this oil, not having consumption or demand for the herrings which lay on their shores. The markets for herring oil are the Baltic, Holland, and Spain. The average price is about 2l. 7s. per barrel. The quality is greatly inferior to whale oil, and even to liver oil; having this inconveniency, that in cold weather there is no keeping it from congealing to a consistence something like honey. *Mr. Meason's Answers to Mr. Byres's Queries concerning the Herring Fishing on the Coast of Sweden; inserted in the third Report of the Committee on the British Fisheries.*

in

eations, in a clear and circumstantial deduction of facts, founded upon the experience of former as well as the present times.

14. That the schemes suggested by Dr. Smith and Dr. Anderson, for carrying on the Scottish fisheries by means of boats, without the support of the public, or by premiums during a limited time, are totally inadequate to the nature of those fisheries, and the hazards of the Scottish seas.

15. That all schemes calculated for that important end, upon a contracted plan of oeconomy, will prove delusive to the state, as well as individuals.

16. That to enable us to meet foreigners at the European and West India markets, on equal terms, certain aids, suited to the nature and modes of each respective fishery are unavoidably necessary.

17. That to render these fisheries subservient to the great purposes of naval strength, the extension of commerce, and the employment of the people, it will be expedient to encourage the same by means of decked vessels, for the floating fishery in the open seas, and by wherries, for the coasts and inlets.

18. That nothing less than a general bounty, extending to vessels of every size, and to fisheries of every denomination, will be found effectual upon the experiment; neither can any plan be adopted, so simple in its operation, or less subject to frauds, jobs, collusion, or imposition.

19. That the mode of encouraging the herring fishery, at the time of the Union, by means of high premiums on fish exported, opened a door for perjury, and the abuse of the public money, the barrels being frequently entered a second time upon the bounty, while the iniquitous practices of the traders, in exporting fish improperly cured, and sometimes filling the barrels in part with stones, or lumber, lost to these kingdoms the confidence of foreigners,

654 ADDRESS TO THE CONVENTION

foreigners, and the sale of herrings at the European markets.

20. That nature hath been singularly favourable to the Irish fisheries, by confining them to a narrow point on the coast of Donegal, while the station of the Scottish fisheries, that of Shetland excepted, is at all times uncertain, and requires much time and patience, besides expence, before the herrings are discovered.

21. That the parliament of Ireland having lately granted, in further aid of their fisheries, a bounty of 30s. per ton, on all vessels carrying from 20 to 100 tons, besides small premiums per barrel, it is essentially requisite that the Scottish fisheries be put on an equal footing, which, allowing for the certainty and facility of the former, and the uncertainty, expence, and hazards of the latter, will require at the least, a tonnage bounty of 40s. extending to all vessels from 20 to 100 tons, besides premiums on herrings exported, similar to those granted by Ireland.

22. That the adventurers be permitted to build vessels on such constructions as experience hath proved best adapted to the respective seas, shores, and modes of fishing, agreeable to a plan to be drawn up by the convention.

23. That all vessels built and equipped after the Dutch manner, which shall clear out for the Shetland fishery in the proper season, and which shall take and cure after the Dutch method, the rich high-flavoured herrings, for the European markets; and also follow the shoals without ceasing in their emigrations southward, and which shall continue the floating fishery without boats, from the 24th day of June (or sooner if it shall be found expedient by the convention) to the 24th day of August, be intitled to an additional bounty of 20s. or 3l. per ton.

24. That all vessels which shall engage to prosecute the herring and white fisheries alternately through the whole year, be intitled to 3l. per ton.

25. That all bounties be immediately paid to the respective claimants, or their order, on producing satisfactory vouchers or proofs of their having conformed, in all respects, to the intent and spirit of the law.

26. That all custom-house fees, in whatever relates to fisheries, be abolished under a penalty.

27. That all boats or wherries properly equipped, and carrying 5 men and 1 or 2 boys or apprentices, which shall prosecute the floating and ground fishery during the usual continuance of the herrings on their respective shores, be intitled to an annual bounty of 15l. per boat, upon producing vouchers as above stated.

28. That all such boats or wherries, which shall prosecute the herring and white fisheries alternately through the whole year, and whose crew shall not jointly or severally occupy any lands beyond acres each ; and shall not exercise any profession or trade unconnected with the fisheries, be intitled to an annual bounty of 20l.

29. In order to facilitate busines, as well as to bring offenders more speedily to justice, the owners of a fishing vessel shall cause the name of such vessel, and the port to which she belongs, to be cut in characters at least 5 inches long, and one quarter of an inch deep, on the stern of the said vessel, the same to be painted with white lead and oil ; as also on all boats and buoys belonging to the said vessel. And the collector shall cause a number to be added to such names, which number shall be inserted in the entry, and painted in like manner on the vessel, and on the boats and buoys.

30. That the name of the skipper or master of each boat or wherry on the bounty, be cut, or painted in large characters, with white lead and oil, on the stern of said boats, and the initial letters cut or painted on her oars and buoys.

31. That

656 ADDRESS TO THE CONVENTION

31. That no vessel frequenting the fisheries, be permitted to moor or shoot her nets at the entrance of the bays and creeks, thereby preventing the herrings from entering such bays or openings; nor should any person be allowed to lay long lines for taking of cod and ling across the entrance of these bays.

33. No nets should be shot or wet for taking herrings in the day-time.

32. A certain portion of the coast or beach should be allotted for the various purposes of the herring and white fisheries, exempted from all claims or shore dues whatever.

34. That a set of regulations, such as are expedient and practicable, be drawn up by the convention, respecting the best modes of curing, packing, and marking, suited to each respective season of the year, particularly the early Shetland fishery, in which the convention will be considerably assisted by the Dutch laws. *See page 257, &c. also page 391.*

35. That the practice of curing in bulk, and the present mode of daunting, be closely investigated, and the propriety or impropriety thereof, be clearly defined.

36. That the thickness of the barrels for the respective seasons be determined; the age and quality of the wood specified; and the duty upon European staves remitted.

37. That the growth of willows be encouraged on fenny grounds, near water-carriage.

38. That as the present townless state of the West Highlands, renders the natives of that great seat of fisheries utterly unable to conform to laws and regulations respecting salt; and as these laws, however mild or indulgent, will ever prove a barrier against the extension of the national fisheries in general, it is submitted to the convention whether it would not be expedient to substitute another object of revenue equivalent

equivalent to the 13,000l. raised at present from salt, which in this case might be abolished.

39. That the Scots, hitherto denied the use of English rock salt, though free to other nations, be allowed to import the same, on equal terms with Ireland.

40. That the convention be particularly attentive to the salt regulations, specifying such and such kinds and qualities of salt, for such and such herrings and white fish, as on this depends in a great measure, the reputation of the Scottish fish, and the extension of the sale at the European markets. The Dutch regulations on this head, as before stated, may be found useful.

41. The size and qualities of the nets, with the dimensions of the meshes, also merit particular attention.

42. The duty upon herrings for inland sale in both kingdoms, though the net revenue arising therefrom is little more than a name, operates as a check to that branch, enhances the price double-fold to the labouring part of the community, and ought to be abolished.

43. To the above particulars, I have to add various objects, which, though of a general nature, will contribute essentially to the prosperity of the fisheries in all their varieties. They are matters of considerable expence, and can only be executed by means of the public revenue, or properly speaking, by a loan from the public stock, which will be repaid in due time with ample interest. The first of these, is the proposed communication between the Low Countries and the West Highlands, by means of a canal from Lochfife to Loch Crinan, of a sufficient depth for the largest busses when loaded, and drawing 12 feet water. *See page 410.*

44. Secondly, a navigable communication between Inverness and Fort William in the North

658 ADDRESS TO THE CONVENTION.

Highlands, of the same depth, and for the same purposes. *See page 422.*

45. A line of 8 market-towns, built on the west coast of the main land, to serve as storehouses and marts, where the natives may buy and sell, and enjoy all the privileges of British subjects.

46. Opening sundry carriage-roads in Ross-shire, from sea to sea, which may be done by the military at no great expence.

47. Erecting lighthouses from the mull of Galloway along the whole western coast to cape Wrath; from thence along the coast of the Pentland firth; at North Ronaldha, in the Orkneys, and Kinnaird's head, at the entrance of the Murray firth*. Beacons should also be erected, and buoys fixed in the most necessary situations.

48. It would be expedient to station 2 or more revenue cutters annually, on or before the beginning of June, at the Shetland isles, furnished with fishing nets in order to attend the 2 divisions of the herrings in their southern progress along both sides of the kingdom, to observe all their motions by sinking the nets, and to give notice thereof to the inhabitants or fishers, that the busses may not be under the necessity, as heretofore, of wandering from place to place, to find out the shoals, by which much valuable time is lost, and frequently the foreign markets. That such vessels ought to have signals for the purpose of giving notice, when met at sea, of the direction the shoal is taking, its magnitude, and other particulars. That the said vessels make soundings and observations upon the coasts, search for fishing banks, and examine those already discovered, in order to ascertain the best fishing grounds†.

49. It

* The two last were recommended to the committee on the fisheries, by that experienced navigator, Captain Kyd, commander of one of his majesty's cutters on the northern station.

† "It is to be remarked," says Mr. Travis of Scarborough, "that the fishermen seldom find any cod, fry, or other round fish, upon

49. It would be expedient to authorize those cutters to board any vessel, or boat, upon the bounty, whether fishing in the open sea or at anchor, with powers to examine into the number of men, and other particulars, of which an account might be transmitted annually to the commissioners of the customs.

50. The cutters should also be empowered to maintain good order amongst the fishers, to enforce the laws, take cognizance of trespasses, whereby delinquents may be brought to justice, and expelled from the bounty fishery.

I shall close this list of propositions, by recommending to your notice a subject on which the prosperity of the fisheries greatly depends, though hitherto overlooked by political writers.

It is a melancholy truth, that two-thirds of the harbours, and consequently many of the towns in Scotland, have fallen into decay.

That most of the inhabitants, instead of prosecuting fisheries and coasting trade with the vigour and perseverance of their ancestors, have sunk into a state of sloth and indigence, become mere drones in society, subsisting upon a precarious illicit traffic in teas*, spirits

upon the Dogger-bank itself, but upon the sloping edges and hollows contiguous to it. The top of the bank is covered with a barren shifting sand, which affords them no subsistence, and the water on it, from its shallowness, is continually so agitated and broken, as to allow them no time to rest. The flat-fish do not suffer the same inconvenience there; for when disturbed by the motion of the sea, they shelter themselves in the sand, and find variety of suitable food. It is true, the Dutch fish upon the Dogger-bank; but it is also true, they take little except soles, skates, thornbacks, plaice, &c. It is in the hollows between the Dogger and the Well-bank, that the cod are taken, which supply London market."

This important information should stimulate cutters as well as fishing vessels to explore the edges of the Long-forty's, Mar's bank, and the whole chain of banks on the western coast.

* Tea is subject to a duty of 18 per cent. to which, if we add the expence of carriage and insurance from London, with com-

spirits, tobacco—and the equally pernicious trade of receiving bribes, at the expiration of every 7 years, by which they are enabled to pay off old scores, and to drag through a miserable existence, unprofitable to their families and their country. I have made some progress on the subject of harbours, and I expect, in a short time, to be possessed of the present state of every harbour in the kingdom, with estimates of the expence in cleansing, deepening, repairing or enlarging, where necessary.

Such, gentlemen, is the field in the maritime line, which demands attention. Your establishment is amongst the most antient in Europe; the powers delegated to you by the states of the nation, since the middle of the 12th century, are almost unlimited in all matters relating to commerce, navigation, and fisheries, of which you are the hereditary guardians. Though your establishment sunk to little more than a name under the depression of your country, during these last 150 years, its invigorating powers still exist, and may be called into action at the very first meeting of the convention. Your late spirited conduct relative to the enormous custom-house fees, had a good effect; your memorial relative to the privilege of fishing on the coasts of Ireland and the isle of Man, brought the commissioners to their senses, and humbled their pride, as appears by their late circular letter amongst the fishers; but this self-raised tribunal, this terror of slaves, seems still inclined to dispute every inch of ground with the antient and only legal commercial court of the nation. Though its pretensions are spurious, its influence is great, and there lies the danger. It is evident, from re-

mission or profit laid upon it by the London agent or merchant; the whole will probably amount to 30 per cent. above the price paid to smugglers; but were the East India company disposed to establish warehouses in Scotland, where teas might be sold to shop-keepers at or near the London prices, they would thereby crush smuggling effectually.

cent publications, that the ideas of these men respecting the fisheries, are incompatible with the true interest of the British nation, which consists in establishing permanent extensive fisheries, by means of liberal bounties, to be renewed from time to time, as circumstances shall require. This would immediately diffuse a spirit of exertion and adventure upon every coast, firth, and lake of the kingdom. Boats and vessels of every size, from 5 to 120 tons, would be immediately put on the stocks, while the old and the young would again resume the various branches of net and canvas making. These observations, gentlemen, are not the effusions of idle speculation; they are founded upon long observation, and ocular demonstration. Eradicate, therefore, any impressions which specious, florid and artful declamation may have made on your minds, and let reason and humanity supply their place.

In order that your decisions on this important business may contain the sense of the nation, it will be necessary to deviate in one instance, from the strict rules of your constitution. Your body is composed of delegates from the royal boroughs, and none else. The revolutions that have happened since this regulation was framed, have greatly altered the face of the country, and the state of the boroughs, in particular. Some ports are so greatly reduced, that they have scarcely a single vessel at sea; while places which 100 years ago scarcely deserved the name of villages, now carry on the principal fisheries of the kingdom, as Greenock and Port Glasgow. Other towns, as Saltcoats, Eyemouth, Peterhead, and Cromarty, have also a claim to notice. It is therefore submitted to your consideration, whether to admit delegates from these places, with the liberty of voting on such propositions as shall come before you. It is also submitted to your consideration, whether to admit representatives from the West Highlands, and Hebride isles,

which, though townless, are the principal seats of the fisheries, and consequently the natives have a natural right to be heard on subjects wherein they are so immediately concerned. If this indulgence should be granted, a representative from Oban on the main land, might be appointed; and also from Mull, Ilay, and Sky, nominated by the principal proprietor of each respective island.

This conduct would discover such moderation and liberality of sentiment, as could not fail of contributing to the success of your applications to the legislature. Moreover, the subject of the fisheries will be found more extensive and perplexing in the discussion, than you at present foresee, which renders the assistance of these men essentially necessary.

The impediments now existing, and the most eligible mode of granting public aid, being stated or settled, other objects will appear to your view, branching out from one another in a seeming endless chain of regulations, which must be adapted to the various seasons and modes of each respective fishery. Many of these being new to Scotsmen, it will be necessary to appropriate one or two seasons in experiments, the result of which will enable the convention to proceed on sure ground in the framing a practicable system of fishery laws, whereby their country will gradually rise from its ruins, and again become respectable in Europe.

Extracts from a Petition and Memorial to the Right Honourable the Lords Commissioners of His Majesty's Treasury, from the General Convention of the Royal Boroughs of Scotland, September 1783; in Answer to a Petition of certain Officers of the Customs, and a Report of the Board of Customs at Edinburgh and their Inspector, in June 1782. With Remarks.

"IN the port of Leith," says the Memorial, "which, with a few exceptions, is the most moderate in Scotland, the fees upon coals within the firth are now triple of the board's regulations in 1730. There are at that port also, besides other variations, about 15 or 20 additional high fees established for clerks, that were not known:

to 1742. Nor was the illegal and incredible oppression of bonds and cockets, upon small quantities of goods passing within the river, even under 5l. value, and at times by ferry-boats, practised there till very lately.

" At Borrowstounness, the fee for a cocket on coals was only 2d. as stated in a table of fees, signed by the collector and comptroller of that port, and transmitted to the board of customs ~~anno~~ 1742. But this fee of 2d. is now raised to the extraordinary sum of about 5s. exclusive of stamps, and 3 or 4 shillings more for sufferances, coast-waiter, &c. Bonds and cockets, with high fees, have also been exacted on goods passing on the river Forth, down to the value of 30 or 40 shillings, though, by law, no fee at all can be taken on goods under 5l.

" A small boat of 8 tons burden, carrying under 35 shillings value of coals for a few miles, in the same custom-house district, within the river, was illegally subjected to bonds and cockets, for 34 trips in one year, 1780; the fees for which, with stamp-paper, amounted to about 20 per cent. of all the value of the coals she carried, and nearly to the whole freight which the boat earned. Nay, such is the rage for fees on the river Forth, and the indiscipline of the officers, who it seems have been long without any controul in this respect, that in the 2 districts on the head of the Forth, 50 miles above open sea, they have ventured, without the least shadow of lawful authority, to extort bonds and cockets, with high fees, even upon rafts of foreign wood, just after the duties on them were paid, for passing a few miles on or across the river, to enter the canal for Glasgow. And what may seem altogether incredible, one of these raft-bonds, for want of a certificate, was sent to be put in suit in the Exchequer.

" Wool, that great raw material of our manufacture, which passes free in all rivers and firths, and even at many turnpikes in England, is loaded with excessive fees in passing at the upper ferries of the river; and what can scarcely be believed, at the narrow passage of Queen's ferry, about 40 miles above open sea, these fees seem of late to be farmed to the innkeepers at the water side. They, without any dispatch being given, levy a tax for the officers, at 8d. on each small pack of 12 stone weight of wool, equal to the exorbitant sum of about 6s. a ton, or 30l. on a single 100 tons of this raw material. Even poor men and women, unable to hire horses, have been compelled to pay a share of this gross imposition for each load of wool carried on their backs."

These, and other impositions, of which endless instances might be given, are contrary to the laws of Scotland, and decisions of the courts, which positively say that all ferries are considered as high roads, and all goods passing the Forth in boats, are to be free, of which wool is particularly mentioned.

" At Aberdeen," says the memorial, " the fee on landing goods, from general vessels coastways, was, by their own table in 1742, scarcely one farthing per barrel, which was itself unreasonably high, but is now raised to a full penny sterling, or 8d.

per ton, amounting annually to a sum equal to the whole land-tax of the city and its liberties. There is also at this port, an additional fee of about 18d. a ton on raw wool-brought coastways. At Montrose, Thurso, and other small ports, the fees are in general still higher than at Aberdeen.

“ Reports on small vessels from abroad in ballast, are not exacted at some great English ports, particularly at London and Yarmouth; and at some other ports, 6d. only is taken for such reports; while in the firth of Forth the fees amount to 7, 10, and 16 shillings; and at some distant ports they are even higher. The fees also on reports of vessels outwards, in the two countries, especially with coals and corn, differ nearly in the same proportion.

“ By the table annexed to the book of rates, the following article is twice narrated, under the head of Subsidy Outwards: ‘ *For making and entering a transire or let-pass, from port to port in Great Britain, 6d.*’ and, under the head of Fees for Searchers and Waiters, ‘ *Transires for the coast free.*’ But at many of our ports, 1s. 6d. and in some places, 3s. and 5s. is exacted for such transires, besides a large fee to the shipping officer, or waiter, though prohibited, as above, and this upon trifling parcels of goods of small value, within rivers; and 2 shillings is taken even on lime.

“ *By the book of rates, coast sufferance is to be given without fee;* and accordingly none is taken at London, and other English ports, whatever the value of the goods may be; but at Leith 6d. is taken for each sufferance, and sometimes to the number of 10 to 20 of them on a single coasting vessel. At other ports, 1s. 1s. 6d. and sometimes more, is exacted on each sufferance.

“ The fees for coals shipped here for London, are three times higher than what they are at Newcastle, on vessels of far greater burden, and five or six times as high as what they are in England upon their exportation. Nay, there are instances, where the fees on small vessels with coals exported to Ireland, have equalled, and even sometimes exceeded the king’s duties.

“ The fees on the exportation of corn also, by small vessels, amount, at several of our ports, to six times what the same business costs at Yarmouth, and other great ports of England. Regular high fees are also taken at some or all of our ports, upon fish and salt, and on corn exported on bounties and on debentures, though directly prohibited by law.

“ At the port of Dunbar near Edinburgh, in particular, the officers not only take high fees on fish, but have been known to force the same merchant into many different entries, cockets and debentures, upon single ladings of corn exported on bounty; and, in defiance of law, to exact 5s. for each, upon paying, or certifying these debentures: so that the expence, besides incredible trouble and delay, amounted to twenty times what the same business would have cost at many English ports.

“ In England the firths or navigable rivers are as free as high roads for every kind of home or foreign goods, and so were the Scottish

Scottish firths and rivers for some time after the union ; but the officers have of late years, for their own gain, got all our rivers, with an exception of a small part of the upper Clyde, considered as open sea up to their first bridges, even where the rivers are not half a quarter of a mile broad, and is the case of the Forth, 60 miles above the real open sea. Small parcels of home goods cannot pass across, or up and down such rivers, for a mile or two ; nor between the Glasgow canal and the Forth, without an expence of 8, 10, 15, or more, nearly the same as if they were full coasting lading going round the island ; and many cases have happened, where persons have been forced to carry small parcels of goods, such as coals and seed corn, by land, and could not use the river or canal navigation with it, even in yawls, unless they submitted to pay 30, 40, or 50 per cent. of the value in fees.

" The great article of coals and culm, which pass free of fees in English rivers, is most illegally subjected on the river Forth, to an expence of about 10 per cent. on their original cost, for fees ; and in the lower Clyde, where the craft are smaller, [many of them poor Highland boats of 5 or 6 tons] to 10 or 15 per cent. besides an incredible delay and waste of time to the mariners and lightermen.—Of all these facts the convention has undoubted evidence. Indeed, the illegal oppression upon coals carried within the firth of Forth especially, is put beyond all doubt, by accounts recently delivered in by the officers themselves, to the honourable house of commons. From these it appears, that the single fees of the collector of Borrowstounness, amount, on an average of three years, to 709l. annually, while those of the collector, 2 customers, comptroller, 5 land-waiters, and of all the other officers of every denomination together, at the great port of Newcastle, including Howden Pans and North Shields, amount only to 793l. 6s. annually ; although at the same time, the quantity of coals shipped in Newcastle district, is probably 30 times of that in Borrowstounness. At Seatoun Sluice, and Blythe Nook, where perhaps near as many coals are shipped as at Borrowstounness, the fees of the collector, and all the other officers together, amount only to 40l. 6s. annually. The fees of this collector of the little port of Borrowstounness, also (arising chiefly from the illegal imposition on coals) amount, by the same accounts laid before the house of commons, to 32l. annually more than those of the collectors of the 3 great Scottish ports of Port Glasgow, Leith, and Dundee, put together. Those of the collector of the small port of Alloa, where there is little trade but in coals, amount also annually to more than the collectors at Newcastle, and to near as much as the collectors at Port Glasgow and Leith separately draw in fees."

The revenue officers made a stout defence in a counter petition to the lords of the treasury, supported by the board of commissioners of the customs at Edinburgh, who modestly report to their lordships, " That the fees now taken at the different ports of Scotland, are sufficiently established by usage, and that no innovation has been made in the time of any officer now employed

"in the service of the revenue under their management." (Though the then collector of the port of Leith, had been in office 40 years, the period in which most of these impositions had been made on the public) "That they have no information of inconvenience arising from the continuation of the former practice."

"It appears," answered the convention, "from what has already been said, that these assertions are founded on misrepresentation, to give them no worse name; and what the board here recommends, is not only highly improper, but also illegal, and directly contrary to the statute 8th of queen Anne, above recited. The subjecting the trade of the inland navigation with the river Forth, to bonds and cockets, seems to have proceeded from the board itself,—at least an order for it was some years ago signed by their inspector, to the officers at Glasgow."

It also appears that the commissioners and the officers lately drew up a new table of fees for Scotland, and transmitted the same to the lords of the treasury for their sanction and approbation; on which table the convention make the following remarks.

"With regard to this *very singular table*; it may be observed in general, that were it adopted, the present rates of fees on the great foreign trade of Glasgow and Leith, would be nearly quadrupled; and the great river trade of Glasgow, between that city and Greenock, would be subjected to a very heavy new expence, besides an incredible delay and inconvenience."

"In several particulars the fees would be triple, and in some instances ten times as much as are paid in England for similar business; and in a great many instances, high fees would be payable on goods, which in the like situation are not charged with any at all in South Britain. But still more, this table proposes a variety of fees to be taken on different articles, which are particularly exempted from any, by positive statutes.

"The book of rates contains the following article, under the head of Rules for the Ports in general, '*Fish by British, or British shipping or vessels, inwards or outwards, or along the coasts to pay no fees;*' and the same are prohibited on salt and corn, exported on bounty, by different statutes. But this table contains regular articles for fees on salmon and herrings exported, and salt used in curing them; not satisfied with this, a let-pas to England with salmon is stated by the officers in the table at 7s. 6d. though the book of rates has an article 'for making and entering a transpire, or let-pas, from port to port in Great Britain, 6d.' So these officers would not only have a fee on fish, though directly prohibited by law, but would have fifteen times as much for a salmon let-pas, or transpire, as the law allows for one upon other goods really subject to fees.

"Again, a transpire for coals, under 15 tons, within the river Forth, is stated at 1s. 6d. which is not only three times the legal rate upon other goods subject to fees upon the open coast, but is also directly against law; because 15 tons of coals are not, at a medium, worth above 3l. and the law expressly prohibits any fees

on goods under the value of 5l. not only by the statutes establishing fees, but by a particular article in the book of rates, under the head of Rules for the Ports in general, as follows: 'All goods under the value of 5l. in the book of rates, paying subsidy the sum of 5s. or less, shall pass, without payment of any fees.'

The convention, after stating other articles to the same purport, observe, that "it would be endless to enter into the numberless absurdities of this table, in making out of which, the officers have shewn either the greatest ignorance of, or disregard to the law, the orders of the sovereign, of the house of commons, and of the former boards of treasury. The convention cannot again avoid expressing their astonishment at these officers having the assurance to desire your lordships sanction to a table, in almost every article against law, and subversive of the treaty of union [which enacts, that all regulations 'for navigation, and carrying goods coast-ways,' shall be the same in Scotland as in England; and that the merchants and other persons 'entitled to any benefit, allowances, advantages or remedies, touching, or concerning any the customs in Scotland, shall have and enjoy the same in Scotland, as fully and amply, to all intents and purposes, as they may, or might, if the same were or arose in England.' And the officers of the customs in Scotland are required to make and allow the same accordingly.] and that the assistant-secretary, and the inspector of the customs here should have ventured to sign such a table, which would never have been submitted to in this country. They are still more surprised, that this has been countenanced by the commissioners of the customs. Upon the whole the memorialists submit the consideration of this extraordinary business to your lordships wisdom, without further comment, and they return to their other requisition, founded on the treaty of union, and subsequent statutes." Next follows the plan or out-lines of a new table of custom-house fees, with other regulations, founded upon the laws now existing; which if complied with, will at once put an end to this iniquitous business, and rescue that oppressed nation from the hands of unexampled avarice, and the illegal mandates of a self-created legislature.

The convention, among other tables, and comparative statements of fees, have inserted the following particular account, which we shall give verbatim, as a curiosity for the amusement of the reader.

[Copy of an account sent from Dunmore harbour.]

Fees at the little Port of Alloa on Coal Barks passing within the Firth, or even crossing the Firth, 40 computed Miles above the Mouth, or Isle of May.

N. B. The river at Alloa is no wider than the Thames above Westminster bridge.

		£. s. d.
Sufferance to load,	—	0 1 0
Sending for ditto, and ferry to pay,	—	0 0 8
Bond,	—	0 4 3
Cocket,	—	0 3 0

Carried over 0 8 11

668 CUSTOM-HOUSE FEES

	Brought over	o	8	11
Charges going to clear, and ferry, Bondfinan,	—	0	1	2
Shipping officer at Dunmore,	—	0	0	6
 Total in Alloa district,	—	0	11	7
Sufferance to unload at Borrowtounness, 10 miles distant on the same river,	—	0	1	6
Certificate there, and return of bond,	—	0	1	6
Sending for ditto two expresses from Carron,	—	0	1	0
Land-waiter at Carron,	—	0	1	0
 Given on return at Alloa,	—	0	16	7
0	0	0	6	 —
 N. B. If a boat of 10 tons, with best great coal of 5s per ton, the cargo is worth	—	2	10	0
If with chow coals, ditto	—	1	3	0
If with pan-wood, or culm, ditto	—	1	0	0
 The freight of 10 tons to Carron,	—	4	13	0
0	0	11	8	 —
The average value of 10 tons,	—	1	11	0

So that the fees are above 150 per cent. of the freight, and 50 per cent. of the value of the cargo, and in all probability they would have been gradually raised to the full value of the cargo, in less than 20 years, notwithstanding any tables to the contrary, had not the convention stepped forth in the cause of justice as well as humanity; and it is the universal wish of the kingdom, that this commercial court may persevere with firmness, in procuring a new table of fees, agreeable to the laws of the realm, with penalties annexed to each trespass, by bribes, connivance, or collusion.

As the board of commissioners, instead of suppressing this obstruction to inland commerce, seem to have taken an active part in favour of the persons whom they have appointed to these offices, it is not to be wondered, if suspicions unfavourable to that board should be entertained by the public, though possibly there may be no just grounds for the same. Had the custom-house officers observed any degree of moderation in their demands upon inland and coasting trade, they might have exacted their contributions with facility, and lived comfortably, with the good-will of their neighbours; but they knew not when to set bounds to their extortions; they lost sight of equity, and consequently became hardened against shame; the result of all which is this: that by grasping after too much, they will probably lose the greatest part of those excessive encroachments which they have so long enjoyed.

At the same time, it is necessary to observe that, in Scotland, the salaries appointed for this class of men are inadequate to their stations, to the duties of their office, and insufficient for the support of their families, even with the greatest economy. Many of them, especially the collectors, are persons of genteel families, liberal education, and rank with gentlemen; yet, strange as it may seem, the general salaries allowed the collectors is only from 30 to 60. per annum; and to the comptrollers from 20 to 40.

Besides the pernicious effects of this ill-judged economy, as before stated, the necessities of the revenue officers must, in many of the inferior ports, render them dependent for a livelihood on the very persons, whose illicit practices they are officially bound to watch. Under such circumstances, it can be no matter of surprize, if bribery, collusion and fraud should frequently happen to the great injury of the revenue and the fair trader. Nor should custom-house officers be considered as singularly culpable for such conduct. Place any other class of men in the same stations, under similar circumstances, and they will tread in the steps of their predecessors, with little or no variation: mankind of every station of life being nearly alike, and governed by one ruling principle, *self*, to which all other considerations are subservient.

Respecting the specific fees paid by persons engaged in the western herring fisheries, the reader is referred to page 224 of this work; and underneath are the particulars of charges at Inverness on shipping a small cargo of salmon, at the little port of Findhorn, on the Murray firth, copied from the third report of the committee of the house of commons on the fisheries. Page 311, viz.

	£. s. d.
Report, &c. outwards,	1 6 0
Surveyor, and indorsing cocket,	0 5 0
Land-surveyors and land-waiters fees, at 1d. each per barrel,	2 10 0
Their riding charge from Inverness to Findhorn, the place of shipping cargo,	2 2 0
Entertainment when there—An article we dare not question, without incurring their displeasure, and of course trouble,	2 3 9
Tide-waiter at Findhorn,	0 5 0
Collector's, comptroller's fees for the debenture at 1½d. per barrel, with 5s. to the clerk,	2 2 6
	10 14 3
Copy of expence on shipping one ton of ling fish and two barrels of salmon for Cadiz, March, 1784.	
Fees at loading coastways from Stronaway,	0 3 0
Entry, cocket, land-waiter, and surveyor,	0 10 6
Collector and comptroller on being paid the debenture,	0 2 6
Land-waiter,	0 2 6
	1 4 6
	Charges

Charges on 24 barrels of herrings, value 27l. 12s. shipped at the west end of the Glasgow canal, for Borrowstounness at the east end, viz.	—	—	—	—	0 11 6
Bond 9s. surveyors 2s. 6d.	—	—	—	—	—
Custom-house fees at Borrowstounness,	—	—	—	—	0 4 0
Canceling the bond,	—	—	—	—	0 0 6
					0 16 0

Remarks on sundry Passages in Dr. Anderson's Report to the Lords of the Treasury, and his subsequent Evidence and Dissertations before the Committee on the British Fisheries, May 1785.

Having since Nov. 1784, applied with more than ordinary assiduity to the various subjects contained in this bulky volume, I perceived some relaxation to be indispensably necessary, previous to which however, a most disagreeable, though not different business was to be discussed.—A statement of Dr. Anderson's positions, relative to the fisheries, proposed towns, canals, and other matters which more immediately concern the northern part of the island; with remarks thereon, by which the public will be better enabled to form conclusions on subjects of very considerable importance to the strength and prosperity of these kingdoms.

The doctor embarked on a voyage to the Hebrides Aug. 22, 1784, and says, "The lateness of the season prevented him from accomplishing one half of the necessary circuit." The doctor might have added to the lateness of the season his own neglect. He embarked at Ilay, and made for the long Island, the main portion of which is called Lewis, accommodated with the excellent port of Stronaway, and the only town amongst the Hebrides. Lewis is equal in extent to Cheshire, or Derbyshire, contains 15,000 people, and its shores are one continued fishery; yet, though time, at that late season was precious, the doctor spent the greatest part of it at the Long Island only; at Stronaway in particular, he staid 6 or 7 days, without waiting upon the proprietor of the greatest part of the island, a member of the house of commons, and distinguished for his exertions, in whatever relates to the improvement of the town and country, as well as the fisheries. This gentleman condescended to invite the doctor to his seat, but receiving no answer, he wrote a second time, to which the doctor paid not the least regard. He served Mr. Mackenzie's steward with the same neglect *, neither did he attempt to examine the island, or any

* Very different was the conduct of prince William Henry towards this gentleman, and the principal inhabitants; to whom he behaved with the greatest affability and condescension, expressing at the same time, a strong desire for information in every particular worthy of notice. Equally inquisitive and diligent were Mr. Pennant, Mr. Boswell, Dr. Johnson, and other travellers through these islands, though at their own expence.

part of it, beyond the vicinity of the town. While the doctor seems particularly tenacious of the waste, as he calls it, of the public money, and of jobbing, his conduct as above stated affords room to suspect a job, in the fullest sense of the word.

Respecting the main land of Rossshire on the opposite coast, the great islands of Sky, Mull, and Jura, his conduct was equally superficial; and the same neglect of the principal proprietors of these shores hath been complained of, which contributes to strengthen the unfavourable suspicion of a job.

Having thus neglected the means of information which his situation afforded, both from conversation and ocular observation, we must consider his report as containing little more than gleanings from the late worthy but credulous Dr. Campbell, who copied from Martin, Boethius, and other writers, still more credulous. But as the doctor's writings have a manifest tendency to puzzle gentlemen in their investigations respecting the measures to be adopted for the improvement of the Highlands, and the extension of the fisheries, it becomes a duty to undeceive the public respecting his very singular positions, or what may be called his *Originals*, wherein others have no share of the merit.

" Among the Hebrides he found many large and fair islands, containing extensive fields of land, naturally endued with an uncommon degree of fertility."—And adds, " That the climate in these islands is more favourable for bringing corn to maturity, and that the harvest is for the most part earlier than on the parallel coast of Scotland."—These are new discoveries, unknown to the above-mentioned gentlemen, who examined them with uncommon minuteness, and to whose descriptions the reader who wishes to ascertain the truth, is referred.—See also page 121 of this work. Were further evidences necessary, we might observe that the distance between the main body of the islands and the continent is far too short, to allow any difference in the climate.

The distance is thus :

Between Ilay and the continent	—	—	13 miles
— Jura and ditto	—	—	24 —
— Mull and ditto	—	—	1 —
— Sky and ditto	—	—	4 —

Two thirds of the lesser islands of the Hebrides lie contiguous to these, and many of them within a mile of the continent. In fact, these islands, as well as the continent, are so subject to autumnal floods, that humanity alone prevents some of the proprietors from turning their estates entirely into pasture lands.

" Except in the summer season," says Mr. Pennant in his description of the Hebrides, " there is scarcely a week of fair weather: the summers themselves are generally wet, and seldom warm. What is properly called the rainy season commences

“ in August : the rains begin with moderate winds ; which grow stronger and stronger till the autumnal equinox, when they rage with incredible fury. The husbandman then sighs over the ruins of his vernal labours : sees his crops feel the injury of the climate : some laid prostrate ; the more ripe corn shed by the violence of the elements. The poor foresee famine, and consequently disease.—Poverty prevents him from making experiments in rural economy : the ill success of a few, made by the more opulent, determines him to follow the old tract, as attended with more certainty, unwilling, like the dog in the fable, to grasp at the shadow and lose the substance. The produce of the crops very rarely are in any degree proportioned to the wants of the inhabitants : golden seasons have happened, when they have had superfluity, but the years of famine are as two to one—The proper product of all the Hebrides are men and cattle.”

“ Their weather,” says Dr. Johnson, “ is not pleasing : half the year is deluged with rain. From the autumnal to the vernal equinox, a dry day is hardly known, except when the showers are suspended by a tempest. Under such skies can be expected no great exuberance of vegetation. Their winter overtakes their summer, and their harvest lies upon the ground drenched with rain. They gather a little hay, but the grass is mown late ; and is so often almost dry, and again very wet, before it is housed, that it becomes a collection of withered stalks, without taste or fragrance ; it must be eaten by cattle that have nothing else, but by most English farmers would be thrown away. The barns of Sky I never saw. That which Macleod of Raasay had erected near his house was so contrived, because the harvest is seldom brought home dry, as by perpetual perforation to prevent the mow from heating.—In the penury of these malignant regions nothing is left that can be converted to food.”

“ Unless it be the island of Arran,” says our romancer, “ which is very mountainous, *all the other islands are in general low grounds*, for the most part pretty level and capable of cultivation.” No other answer need be given to an assertion so notoriously false, than the doctor’s own words in another part of the report.—“ The western parts of the Highlands of Scotland are for the most part extremely steep, rugged, and mountainous, and the same may be said of many of the islands, forming healthy pasture for sheep.”—“ The islands,” continues he, “ which are at present possessed of a breed of sheep carrying *finer wool than any in Europe*, and which could be easily there preserved without debasement, or even improved so as to yield *great quantities of wool, of a quality superior to any that is yet known*, would in many cases yield a return, if stocked with such sheep, perhaps tenfold greater than if pastured with cattle.”—Happy discovery for Scotland, and which eluded all the minute investigation of a Pennant and Johnson ! What will become of Spain and poor old England, when the Hebrides shall pour forth their unequalled

equalled fleeces in great quantities among the manufacturing states of Europe and America?

But let not England be cast down by sounds.—“ The goats of the Hebrides,” says Dr. Johnson, “ are like others: nor did I hear any thing of their sheep to be particularly remarked.” Mr. Pennant is totally silent respecting the quantity and quality of wool in the Hebrides, though he was particularly inquisitive on that subject. He only observes that the sheep sell at 4s. each, wool included. Great pains have of late years been taken by the proprietors of these watery deserts, and, though they have improved the breed, and also the wool, they acknowledge the unfitness of the climate for ever bringing the wool to an equality with the second kinds in England. Many English sheep have been carried to the West Highlands at a great expence, and put upon the best pastures in the country, but the breed degenerates as well as the wool.

Respecting the general appearance of the Hebrides, which Dr. Anderson says, “ are in general low grounds; for the most part pretty level, and capable of cultivation,” hear Dr. Johnson’s observations on that head, who travelled amongst them on horseback, and saw more of the interior part than Dr. Anderson. “ In the islands there are no roads, nor any marks by which a stranger may find his way. The horseman has always at his side a native of the place, who, by pursuing game, or tending cattle, or being often employed in messages, or conduct, has learned where the ridge of the hill has breadth sufficient to allow a horse and his rider a passage, and where the moss or bog is hard enough to bear them. The bogs are avoided as toilsome at least, if not unsafe, and therefore the journey is made generally from precipice to precipice; from which if the eye ventures to look down, it sees below a gloomy cavity, whence the rush of water is somewhat heard. The Highlander walks carefully before, and the horse, accustomed to the ground, follows him with little deviation. Sometimes the hill is too steep for the horseman to keep his seat, and sometimes the moss is too treacherous to bear the double weight of horse and man. The rider then dismounts, and all shift as they can.”

Mr. Pennant having mounted one of the highest elevations in the Hebrides, thus describes the great island on which he stood, as well as others within his view. “ The prospect to the west was that of desolation itself; a savage series of rude mountains, discoloured, black and red, as if by the rage of fire.

“ The view to the north-east and south-west is not less amusing: a sea sprinkled over with various isles, and the long extent of coast soaring into all the forms of Alpine wildness.”

Dr. Anderson is more happy in his statement of the mineral produce of the Hebrides, these being fully described by Martin and Campbell; but why tell the public that “ the lead mines of Ilay have never been thoroughly worked, but which will be opened next summer?” Mr. Pennant speaks of them thus: “ Visit

" the mines carried on under the direction of Mr. Freebairn, since " the year 1763, (viz. 11 years) the ore is of lead, much " mixed with copper, which occasions expence and trouble in the " separation: the veins rise to the surface, have been worked at " intervals for ages, and probably in the time of the Norwegians, " a nation of miners." So very opposite, in every particular, are these writers; the one fabulous, the other authentic and instructive. These mines have been thoroughly wrought, and the last company, of whom Mr. Freebairn was the acting partner, were thereby thoroughly ruined.

Our reporter, speaking of the behaviour of the Highland lairds towards the people of the Highlands, whom he states at near 500,000, says that " Contumely is added to oppression, and the " poor people are cruelly insulted and abused, instead of being " tenderly sympathized with, and kindly supported and che- " rished." The doctor, in the subsequent examination before the committee on the fisheries, being asked by one of the northern members, " Whether he imagined that the proprietors in the " islands, and western coasts of Scotland, behold, with indifference, " the poverty of the lower orders of people on their estates? or, " whether they do not rather make exertions to free them from " that distressful poverty which he described in his report?" he answered, " That he imagined that the proprietors of the western " coasts of Scotland in general, flew a spirit of lenity to their " tenants, and the lower order of people under them, equal, at " least, to that discovered by the gentlemen of any other part of " Britain that he is acquainted with." This recantation appears to have been only *pro tempore*; a most virulent invective against the gentlemen of the Highlands, was afterwards delivered in by the doctor to be printed with the report, which was, however, prudently suppressed.

Having given a specimen of the doctor's descriptive powers, we shall now consider him as an improver, a politician, and financier. We had, in a former publication, urged the expediency of public aid, and that with a liberal hand, for the improvement of the Highlands, by means of fisheries, inland communications, and small towns, situated at convenient distances, upon a line of coast extending 150 miles in length.

These propositions met with that kind of approbation which frequently stimulates envy, bordering on resentment, in persons of illiberal dispositions. They were well received in both kingdoms, and the plan of towns hath been partly adopted by the Irish legislature, on the western and more barren coasts of that kingdom: a country resembling the Highlands of Scotland in its rugged appearance, and where the fisheries are in greatest plenty*. After conversing with all degrees of people in the Highlands, as well as

* For this purpose 20,000l. was voted last session, and the business is actually begun upon the coast of Donegal.

the Low Countries, on these subjects, I was strongly encouraged to reprint and defend the propositions, as the only practicable measures that can be adopted with mutual benefit to the public and individuals. In the mean time, Dr. Anderson, who never saw the West Highlands before August 1784, adopts the popular subjects above-mentioned, and borrows the thoughts, but from the ambition of being considered original, he artfully conceals his obligations by striking out new modes, which, though utterly impracticable, in many instances unnecessary, and totally ineffectual, he transmitted and recommended to the lords of the treasury, as the best system of polity that can be offered respecting the country. But it is conjectured that the doctor was only a tool in this business, and it would seem, by his descriptions, his visionary, impracticable schemes, and thorough ignorance of those subjects, that he is unqualified for any department of a serious nature.

The doctor speaking of the canal between Inverness and Fort William *, says, in a note, "he should be extremely cautious about advising any undertaking of great public expence, where it did not appear to be absolutely necessary at the very moment. And though he thinks the canal now in question, would be a work of the greatest national utility that could be proposed, yet as the want of it would be more felt some time hence, *should these regions be more improved*, than at present, he is of opinion that then would be the proper time to carry it into effect." Government are much obliged to the doctor for his friendly advice upon every occasion respecting the public money, and for suggesting the impropriety of granting that northern country any assistance till the barren rocks thereof shall be improved, and "full of people, manufactures and commerce."

The great objects proposed by this canal, seem totally to have escaped the doctor's notice; they do not relate to the improvement of the incorrigible wilds, lying immediately in the tract of the canal, but to the general benefit of the whole North of Scotland, by opening a communication between the two seas, whereby the half-starved inhabitants of Lochaber and the western shores, would be readily supplied with grain, and at a small expence of carriage, from the fertile coast of the Murray firth, on the east side; while the people of that coast, and Aberdeenshire, who are expert fishermen, would be conveyed with safety and expedition to the great herring and white fisheries of the west. These are the objects of mutual benefit, on which men of sense and knowledge ground their arguments in favour of this northern navigation; besides the utility to the general commerce of these kingdoms, by thus avoiding the tedious and hazardous navigation on either side of the Orkneys. *See page 422.*

"From this grand canal," says the Doctor, "would branch off several others of lesser note, which would carry the navigation to many places in the most internal parts of the country. The

* A map of Scotland will assist the reader on these subjects.

"most considerable of these branches is that which goes from Fort William, through Loch Shiel, and enters the western sea at Loch Moidart. This communication is so nearly open at present, and would be immediately attended with such benefit to the country, and could be executed at an expence so very small, that it seems to be one of those lesser undertakings which is perfectly adapted to the present state of the country, and therefore might be accomplished with profit to the undertakers;"—“This canal” says the doctor in his notes, “would be of very great benefit to that country in a double respect. In the first place, were it finished, it would open a direct communication between all the countries round Loch Yell (the doctor means Loch Eil) and Lochaber, and the sea at Loch Moidart, near which are found abundant beds of shelly sand, which could thus be carried in boats to many extensive fields in Lochaber, which by that means could be highly improved, and rendered of great value to the proprietors, at a small expence, but which never can be improved at a moderate expence, in any other way, that has yet been discovered. On the other hand, the woods that come down from Loch Lochy, which are so much wanted in the Western Islands, but which cannot be carried thither at present, save by a long navigation round Ardnamurchan, through the sound of Mull, could be carried down by the return of these boats, at a small expence, to the very near neighbourhood of Skye, and other islands in that part of the country. This would tend much to facilitate the improvement of these parts.”

It must be acknowledged that the doctor hath great merit in dressing out fictions with such seeming plausibility, that persons unacquainted with his manner, and the subjects on which he exercises his talents, must be diffident to an extreme degree, who do not give implicit belief to his reasoning.

But these tales, however they may mislead the English readers, serve only to excite laughter in a country where, as may be supposed, the inhabitants are better informed. Instead of extensive fields in Lochaber, that country is universally allowed to be one of the most barren unimproveable districts in the Highlands. Fort William, says Mr. Pennant, “is surrounded by vast mountains, which occasion almost perpetual rain.—The great produce of Lochaber is cattle: that district sends out annually 3000 head; but if a portion of Inverness is included, of which this properly is part, the number is 10,000. There are also a few horses bred here, and a few sheep; but of late several have been imported. Scarce any arable land, for the excessive wet which reigns here, almost totally prevents the growth of corn, and what little there is fit for tillage, lets at 10s. an acre. The inhabitants of this district are therefore obliged, for their support, to import 6000 boles of oatmeal annually, which cost about 4000l.; the rents are about 3000l. per annum; the return for their cattle is about 7000l. the horses may produce some trifle; so that the tenants must content themselves with a very

" very scanty subsistence, without the prospect of saving the least
" against unforeseen accidents."

Dr. Johnson, in his remarks upon these wilds, says, " what is
" not health is nakedness, a little diversified by now and then a
" stream rushing down the steep. An eye accustomed to flowery
" pastures and waving harvests, is astonished and repelled by this
" wide extent of hopeless sterility. The appearance is that of
" matter incapable of form or usefulness, dismissed by Nature
" from her care, and disinherited of her favour, left in its origi-
" nal elemental state, or quickened only with one fallen power of
" useless vegetation."

On doctor Anderson's second position respecting the carriage of
wood from Loch Lochi to Skye, it may be remarked that this
island abounds in turf, that the opposite coast of the main land
abounds in natural woods, as the banks of Loch Urn, Knoydart,
the peninsula of Ardnamurchan, &c. consequently, the idea of car-
rying firewood from a distant inland country, by means of a canal
burdened with tonnage dues, is ridiculous. Besides, the woods
of Loch Lochi being preserved for the bark, till they arrive at the
age of 20 or 25 years, the supply from thence would be only 4 or
5 times in a century.

Thus the many extensive fields of Lochaber seem to exist only
in the doctor's brain, and the supplies of wood from Loch Lochi
vanish like a dream. Here therefore an expensive work is pro-
posed without an object, but which, if we may rely on the doc-
tor's assertion, may be accomplished *with profit to the undertakers*.
Of what use is the opening a canal from one ridge of rock and
strata to another? To whom would the benefit accrue? From
what source would the undertakers be repaid with profits?

The doctor also informs us, that this communication could be
opened from Fort William, through Loch Shiel and Loch Moidart,
to the West Sea, at a small expence. The truth is, that na-
ture hath placed an insuperable barrier against a communication by
this channel, at any expence. The water called Loch Shiel, which
falls into the ocean through Loch Moidart, and which the doctor
supposes to be a navigable lake, is in one place a river only, and
cannot be made navigable, on account of rocks and declivities, one
of which is called the Salmon Leap.

In order to assist the doctor in these points, we shall reverse, or
as the printers term it, transpose his propositions. First, com-
plete the main line of the grand canal from Lochaber or Fort
William to the East Sea at Inverness; and secondly, open such
collateral branches as shall appear practicable and necessary, but
neither the one nor the other can ever be effected by private
undertakers.

The only public benefit that can arise from a cut through the pen-
insula of Ardnamurchan, relates to the fisheries, of which the doctor
says not a word. When the communication shall be opened from
Inverness to Fort William, a canal at this place would facilitate

the passage of the fishing vessels to and from Loch Broom or King George's channel, being some miles shorter than the natural passage by the Linnehe Loch. The late Sir Alexander Murray, proprietor of the peninsula of Ardnamurchan, perceiving the impossibility of forming an opening through Loch Shiel and Loch Moidart, as proposed by Dr. Anderson, was at the expence of an engraved drawing or plan of another line of communication. This drawing, together with his papers on that and other subjects, for the improvement of the country, is in the hands of Sir James Riddel, his successor, by whom I was favoured with the perusal of them. The plan is practicable, but it cannot be of public utility until the main cut shall be finished.

We now come to the southern navigation, whereon the doctor uses many words to little purpose. "The Loch Crinan navigation he conceives to be one of those *lesser undertakings* that are "perfectly adapted to the present state of the country, which "might be now undertaken with a certainty of indemnification to "the undertakers."

Not satisfied with one canal between Lochfyne and the West Sea, as proposed in the former editions of this work, and now further elucidated, (see page 410) the doctor proposes another at the Tarbat, distant only 12 or 14 miles from the former.— "Both these canals, he has no doubt, were proper acts of parliament obtained for that purpose, to give a reasonable security to those concerned, might be executed by private hands, with very little, if any, public aid."

Speaking in another place of the Crinan canal, we have the following remarks; which, if they do not edify the people of that country, will, at least, afford ample matter of comment. "It must be adverted to," says he, "that this canal will serve to "join two seas of considerable extent; (he means Lochfyne from "1 to 6 miles, and the Atlantic 3000 miles wide) and there are "no masses of *bulky or weighty commodities* immediately in that "neighbourhood, that would require to be carried through it to "market; of course, all the commodities that would pass through "it, would be brought from a distance in ships. In the next "place, as the goods to be carried through that canal, would be "always intended for a *more distant market together, &c.*"

The traffic and navigation of this canal being fully stated in the chapter on that head, beginning with page 410 before mentioned, we shall in this place only observe, that the immediate traffic of the canal and its neighbourhood, will chiefly consist in empty casks outward and homeward; pickled and dried fish, skins, oil, timber, coals, manure, limestone, slate, &c. so that, to understand the doctor, we must again reverse his language, as thus; there are no goods immediately in that neighbourhood that would require to be carried through the canal, but such as are bulky or weighty.

"With regard," says he, "to the second question, whether "should

" Should this canal be executed at the public expence, or by
 " private individuals? I would, in the first place, observe, that
 " I should consider it as an unreasonable demand, to ask the pub-
 " lic funds for forwarding any work tending to promote the trade
 " and prosperity of a particular district, without stipulating a
 " return for that aid, unless where the trade of that particular
 " district could not afford to pay for it, without being loaded
 " beyond what it could possibly bear. But the present case does
 " not come within that description, as there cannot be a doubt
 " but that a very *moderate* tonnage on vessels passing this way,
 " would do *much more* than afford a reasonable interest for the
 " money that would be required for executing this canal—From
 " these considerations I should wish to see this work undertaken
 " by individuals; not from any public-spirited view, or under the
 " semblance of charitable contributions, *but* merely as a *gainful*
 " *project*, as a profitable way of employing their money."

The reader, if a native of the West of Scotland, and acquainted with the nature of the proposed navigation, will conclude upon reading this nonsense, that our reporter is completely qualified for the strait waistcoat. In answer to these strange reveries, we shall give the estimates of the expence of both canals proposed by the doctor, as stated by Mr. Watt, the engineer, by whom the grounds were surveyed, viz.

To making a thorough cut at Tarbat of 12 feet water	73,849
To ditto at Crinan of 10 feet water 48,405l; but as	
12 feet will be absolutely necessary, I have stated the	
expence in page 4:9, at 60,000l. though it is proba- ble that 10,000l. more will be called for, in winding	60,000
up the account.	

£133,849

Supposing that these canals had a probability in their favour of producing $7\frac{1}{2}$ per cent. on the capital, the annual tonnage to be raised will be thus:

Interest at $7\frac{1}{2}$ per cent. on 133,849l. sunk	—	10,038
Annual expences of both canals in repairs, cleansing, &c.	—	1,000

£11038

A pretty large sum to be raised annually from a navigation purely local, on which the whole traffic will be chiefly confined to fish, timber, &c. between the Clyde and the West Highlands; the utmost tonnage will not exceed 500l. annually without injuring the fisheries, or forcing the vessels to go round by the mull of Cantire; which sum will be little more than sufficient to keep one canal in good order. However flattering the doctor's language may appear upon a superficial view, to government, or to gentlemen who wish to embark in these navigations, either from public spirit, or the view of a *gainful project*, the whole representation,

as stated by the doctor, is a gross affront on the understandings of mankind, to whose animadversions we shall submit the subject.

"Many other canals," says the doctor, "equally easy to be executed, and extremely beneficial if made, might here be pointed out—but these would come to be discovered, and carried into effect, as the rising commerce of the country called for them. To launch out into a multiplicity of undertakings of that sort at present, would only exhaust that stock which might more profitably be otherwise employed. When wealth is gradually acquiring, these communications will come to be successively opened, as the want of them comes to be felt. More, therefore, needs not now be said on that head." Very true, doctor, and if you had said nothing on *that head*, you would not have exposed your ignorance in the geography of your country. Except the works just mentioned, and the removal of some fords in the Tweed between Berwick and Kelso, and also in the Forth, above Sterling, or carrying canals near the banks of these rivers, works of trifling expence, nature admits of no artificial openings whatever in that kingdom. The doctor may impose upon the treasury, to whom this false report is addressed, but he cannot impose on those who know more of the country than himself.

The doctor's plan of towns in the Highlands comes next under consideration, a subject on which he seems to have given full scope to the flights of his imagination. I had proposed the coast of the main land between Loch Crinan and Cape Wrath, as the most eligible station whereon to lay the foundation of 8 towns or ports, and that the same should be at the public expence; for this very obvious reason, that, unless the business shall be taken up by government, the Highlands must remain in their present helpless state. But the doctor, who pretends to befriend that country, instead of countenancing a proposal to which the public expressed, as with one voice, a hearty concurrence, labours, we hope ineffectually, to dissuade government from a measure indispensably necessary for the general benefit of the island; and which would soon repay the state, with interest, as stated in the chapter on that head, page 433, and other parts of the volume, to which the reader is referred. "To attempt," says he, "to give houses, as *some will propose*, he conceives would give rise to jobbs and frauds of various sorts, which would exhaust much treasure, and benefit the poor people very little. By the sentence, *as some would propose*, the doctor affects to be ignorant of the plan communicated in the first edition of this volume, while, at the same time, his insidious condemnation of the measure, plainly indicates his having seen the book, or the newspaper extracts on that head. Instead, therefore, of affecting to alledge, as *some will propose*, it would have been more candid to have said at once, as *some have proposed*.

He hath made ample amends, however, for this little finesse, at

at the conclusion of the report, where he fairly acknowledges his having perused the pamphlet. While passing a great many encomiums on himself, and the superiority of his proposal to all others, he observes to their lordships, in the ardour of his zeal for the preservation of the national treasure; "nor are they calculated, "like brilliant proposals, to announce expensive and glaring "undertakings, to please the taste of the populace, who judge "of the importance of any object merely by its show, and the "parade with which it is introduced to their notice." The doctor having thus taken off the mask, we shall take a short review of those measures which he hath recommended as the best of all possible systems; and may not only be executed at little or no expence to government, but also prove "the only true and unequivocal "mode of augmenting the national revenue with which the "reporter is acquainted."—"The prosperity of the country, "were the measures proposed adopted, the reporter conceives "would be certain and unavoidable."

The doctor's plan is in substance this :

A number of towns, consisting of 1000 houses each, are to rise, as it were, by magic, and to increase rapidly, till they become general emporiums of trade, and the resort of shipping from all parts of these kingdoms. "The expenditure on the "part of government, is 1,759l. for each 1000 houses or families, "for which the public are to receive in return a clear revenue of "10,000l. a year." This surely," says the doctor, "will be "allowed to be a most advantageous bargain. It is impossible "here to avoid drawing a short comparison between the effects of "money laid out thus, and for other purposes on which the "national treasure is usually expended. We have all known 20 "guineas given to raise a single recruit to the army, who, instead "of yielding any revenue, only helps to exhaust it—whereas, an "equal sum, thus applied, would purchase a perpetual annuity " (I should say a perpetual increasing annuity) of 120l. sterling. "It is thus, and thus only, I mean by putting the people into "such a situation as gives room for effective industry, *that ever* "the national revenue can be essentially advanced. All other "systems of finance are but the pitiful workings of little minds, "which occasion much trouble, and end in vexation and dis- "appointment."

Ye statesmen, senators, and other little minds, be of good cheer, and let these kingdoms rejoice at the happy discovery. To the Highlands of Scotland we are to look not only for brave soldiers and intrepid hardy seamen, which is universally admitted, but for new, productive, and boundless sources of revenue accumulating *ad infinitum*.

"By the mode proposed above," says he, "many large villages " (of 1000 houses each) might be quickly founded, which would "gradually attain the size of towns. But something more is wanted

“ wanted to give a vivacious stimulus at the beginning, to put the whole machine in motion. A vigorous push should be made to establish at the beginning, at least, one large town, which should serve as a centre of trade, as a general market for all the adjacent places; and which should be endowed with higher privileges than those already mentioned, and be exalted to a degree of pre-eminence becoming the dignified part she should have to act among the surrounding lesser communities.”

The doctor hath given a very minute plan of a municipal town, or city; it is to be divided into streets, wards, and districts, properly adapted for giving effect to the several necessary regulations of police, with other edifying particulars which need not in this place be repeated. The doctor, in a long dissertation in favour of large cities, wherein he states the superior preference in the present case, to small towns or villages, argues thus in his notes.— “ In such a situation too alone, the fallies of wit, and productions of genius find encouragement; for it is there alone that mental efforts can be brought to market. There also it is that printers and news-writers, pamphleteers, reviewers, magazine makers, with all their numerous dependents, find employment; none of which could ever have been called into existence, but by the influence of large towns.”

“ I judged it necessary,” says he, “ to explain on this occasion, some of those circumstances which give to large towns such a decided superiority over small places in regard to commerce, arts, manufactures, and agriculture, to serve as an apology for that predilection I have expressed for them in the *Report*. Many speculative men, who have not attentively considered this subject, think they perceive numberless objections to large cities, and express a predilection in favour of villages and hamlets.”

The doctor hath at least spoke truth for once. These visionary projects are the subjects of ridicule and contempt wherever they are mentioned. We were informed in the Highlands, that the doctor talked largely of his proposed cities, comparing them in magnitude to Edinburgh and Glasgow.

In a subsequent note, he proposes 5 cities to be immediately raised, and hath also specified the most eligible situations agreeable to his ideas, viz, Dunvegan, in the Isle of Skye; Stronaway, in Lewis; Loch Boisdale, in South Uist; Tobermory, in Mull; and Bowmore in Islay. I had proposed the coast of the main land, for the seat of 8 market towns and ports; because, lying in the centre between an extensive back country upon the east, and the Hebrides directly in front on the west, the benefits of this line of ports, would pervade the whole internal districts of the conti-

* Some years ago the doctor attempted to establish a weekly magazine in London; but, such was the want of taste and discernment in the metropolis, that the sale did not defray the expence, and the design was relinquished. The plan may, however, be resumed with better success amongst the Hebridean cities.

ment, to the distance of 50 or 60 miles; and in the north Highlands from sea to sea, as soon as carriage roads shall be formed. While, at the same time, similar effects would be felt among the Hebride islands lying in front. If these towns would diffuse such blessings amongst the internal districts, and the islands, we may easily conceive the still greater benefits to the central line and coast on which they shall be immediately placed. But Dr. Anderson, with his usual propensity to counteract every proposal, however well adapted to nature and circumstances, places his Utopian cities, not upon the coast of the main land, but on the islands; consequently, the greater territory would depend on the latter, and the back country be totally deprived of any benefit whatever from such erections; particularly the city of Boisdale upon South-Uist, a small island lying in the main Atlantic, 50 miles distant from the continent. But though this city could be of little service to the kingdom of Scotland, the inhabitants might carry on a great trade with the Esquimaux Indians on the coast of Labrador, and other Americans inhabiting the parallel latitude of that region. These Esquimaux would, no doubt, embark every summer on board their canoes, with cargoes of skins for the city of Boisdale, taking back whisky, the only produce of the island, in exchange; a circumstance wholly omitted by the doctor in his dissertation upon cities in the Highlands.

Unfortunately for these schemes, a most unpropitious circumstance remains to be mentioned, viz. That though the greatest exertions were made by the late earl of Seaforth, to raise a respectable town at the fine harbour of Stronaway, universally acknowledged to be well situated for fisheries, and on which account several Dutch families resided there in the last century; yet, with all these advantages, the present proprietor, who inherits the public spirit of his predecessor, is obliged to advertise in the English and Scottish news-papers, for a tanner to settle there, which is no great proof of the progress of Stronaway, since the year 1602, when it was made a royal borough. And it may be further observed, that to induce persons to build and settle in this place, the quit rent for 36 feet in front and 120 feet deep, is only 3s. 4d. annually. I have also to observe, that Inverary, the capital of an extensive county, situated on an arm of the sea, frequently the seat of herring fisheries, and the residence of one of the most persevering liberal patriots in these kingdoms, hath not had an increase of ten houses, within the same number of years. Another proprietor attempted to raise a small village on the north-west coast, and gave it every support consistent with his abilities, but without effect. It is therefore the height of wantonness, folly, and presumption, to put such fallacious schemes into the hands of administration.

The system which the doctor labours to subvert, is briefly this; Since neither the proprietors of lands, the traders or fishers can accomplish the erecting a single town, however necessary, on that extensive

extensive coast, and as no valuable purpose can be effected without towns or marts, a plan was sketched out upon principles adapted to the circumstances of the country, and the situation of its inhabitants, suggesting the expediency of public aid in the first instance, as the only radical measure by which these important fisheries might be placed upon a permanent footing, and the whole region of the Highlands put into a train of improvement for their own as well as the public benefit. With this view it was proposed to erect 8 port towns in the most eligible situations of that coast, at the undermentioned places, all of them the occasional resort of the herrings, viz.

1. Upon the banks of the proposed opening into that coast, at Loch Crinan.

2. At Oban, a fine bay facing the south end of the island of Mull, lying also at the south entrance of the Linnhe Loch, a branch of the sea which penetrates inland as far as Fort William in Lochaber.

4. At Loch Sunart, a lake 12 miles in length, whose banks abound in extensive roads, and valuable lead mines; but still more important from its situation opposite Tobirmoire bay, near the north end of Mull.

4. At Bernera, within a mile of the great isle of Skye; altered in the present edition upon the representation of lord Macdonald and other competent judges, to Loch Urn, five miles to the southward; a well-sheltered arm of the sea, frequently crowded with herrings, and its banks adorned with extensive woods.

5. At Gareloch, a capacious and secure bay, facing the south end of the great fishing bank, which stretches as far as Cape Wrath; and frequently the resort of herrings.

6. At Loch Ewe, a large well sheltered bay of easy access, which penetrates 6 miles into the country, where it receives, through a narrow channel, the waters of Loch Marec, a fresh-water lake, 12 miles in length.

7. At Loch Broom, a large and safe arm of the sea, 12 miles in length, the greatest resort of herrings on that coast, and the general station of the busses from the south.

8. Towards Cape Wrath, principally for the benefit of a harbour for the safety of the British and Irish shipping, in their passage to and from the Baltic. In the new edition, Loch Laxford is specified as the best station on that very remote coast, being a capacious fine bay, well sheltered, and the ground good.

The plan of these towns was,

1. A key or breast,

2. A range of warehouses for the various purposes of the fishing business, and serving also as stores or granaries.

3. Sheds for gutting, salting, curing, &c.

4. A small market place.

5. A corn mill.

6. A small church, and house for the minister.

7. A house

7. A house for a free school.

8. A public inn.

9. Fifteen or twenty houses to be given gratis on certain conditions to coopers, carpenters, net makers, and persons of other professions connected with the fisheries. To which in the new edition, I have added,

A house and shop for an apothecary and surgeon.

A house for a superintendent of the fisheries.

A piece of ground for a common.

These are what may be called public works, all of which will be found indispensably necessary at the first outset. There are other objects to which a committee appointed to superintend the business must pay particular regard. First, the means of inducing strangers to build; and, secondly, the means whereby these strangers and their families may be supported through a winter of six months continuance, and often longer.

Though it may be necessary for the encouragement of the first settlers in these inhospitable and barren shores, not only to accommodate them with offices, garden-ground and three small fields rent free, but also with houses ready built and completely finished; those who shall arrive at late periods, having the benefit of society, and of granaries, stores, &c. cannot expect to be indulged to the same extent as the first settlers; the bountiful aid of government will be gradually withdrawn, but not to cease; in each respective village until 200 houses shall be built; which may be considered as the second stage of the business. The place will then assume the appearance of a town and port; men will begin to embark in the various fisheries of the northern seas; while others will find employment in the numerous mechanical branches depending thereon; magistrates will be appointed, and a regular police established.

For the speedy and effectual accomplishment of these desirable events, a portion of ground equal to a quarter of an acre, might be given in perpetuity, to every person, their heirs and executors, who shall erect a house thereon, agreeable to a plan for the regulation of the buildings; provided also, that the expenditure on each house shall not be under £51. exclusive of offices, wells, and other conveniences.

The prospect of comfortable lodging, plentiful supplies of fish, roots, vegetables, and principally the possession of a decent warm dwelling, increasing in its value proportioned to the increase of trade, and the number of inhabitants, would induce both strangers and natives to co-operate with government in raising these towns, and to prosecute the fisheries with unwearied perseverance. A town composed of 200 fishers, traders and mechanics, besides resident and occasional labourers, would, upon the plan of bounties, soon become possessed of decked vessels, wherries and boats; a place of traffic for all the varieties of fish peculiar to those seas; for oil, kelp, salt, coals, timber, bark, grain, meal, cattle, sheep,

skins, poultry, and the lesser articles of husbandry, the produce of the main land and the contiguous islands; where, to sum up the whole, the inhabitants of the town and country; the fisherman, the coaster, and the merchant, would mutually supply and be supplied, in the productions of sea and land.

The expence to the public in raising and endowing each town, is calculated at 20,000l. or 160,000l. for the whole; and when we take into the account the ground to be purchased, and the buildings to be erected with stone, lime and slate; also a stipend to 8 resident clergymen, salaries to 8 schoolmasters, and the same number of superintendants of the fisheries, every disinterested sensible person, will coincide both in the propriety of the plan, and the moderation of the estimates.

Here is no waste, no unnecessary expence, or room for jobbing. Every expenditure hath a valuable object in view, and forming part of a machine which once set in motion, will act through future ages by its own powers, without further aid, repaying a hundred fold, the expenditures of its infant state.

Now let us contrast this simple, practicable, and popular sketch, of colonizing the Highlands at the expence of 160,000l. with that proposed by Dr. Anderson at little or no expence to government.

He speaks with great confidence of raising many towns or villages, consisting at the first set out, of 1000 houses each; to connect which towns or villages, he proposes five large cities to be built upon the Hebride isles. The proportion of the villages to the five cities cannot, agreeable to the doctor's ideas, be stated under 40 or 50, the expence of which and the cities, supposing the houses to be built of stone, lime and slate, with sash windows and other conveniences in the modern style, could not be less than 5 millions sterling; now as the doctor almost entirely exempts government from any part of this immense sum, and as the persons who may happen to go thither, will be composed of penniless, speculative adventurers, with others possessed of some capital, which they will wish to employ not upon building, but in fisheries and trade, it may be supposed, that the doctor among the vast schemes of his fertile brain, hath an eye to an embassy to the moon, there to negotiate with the emperor of those regions, for half a million of his highness's subjects, and a sum equal to 5 millions British money, whereby to build and people the 5 cities and 40 villages at Boisdale, and elsewhere in the Highlands of Scotland; and, as a security for the money so advanced, the doctor might mortgage the said 5 cities and 40 villages, till the whole sum should be paid with interest. The doctor in order to facilitate the business of his commission, might display in lively colours and a strict regard to truth, the excellency of the climate, the richness of the soil, and the extent of the fields, naturally endowed with an uncommon degree of fertility, in the many large and fair islands of the Hebrides. He might expatiate from one full moon to another, on the prodigious abundance of minerals and metals, the transcendent excellency of the

the marble, far superior to any yet discovered, and which has been searched for in vain by the miners; but, above all, the immense quantity of eiderdown and wool in these islands, possessing a peculiar silky softness, and elasticity, that is not to be equalled by any other wool yet known. The lunar subjects informed and greatly edified by the report of facts thus faithfully stated, and of observations founded on these facts, would draw upon the treasury at sight, and send the doctor joyfully home.

The fisheries come next under consideration, a subject on which the doctor is remarkably copious. Being asked by the committee, whether, till of late years, the best fishing on the north-west of Scotland was not always in November and December? and whether the herrings caught at that time of the year, do not find a preference at market before the summer fish, on account of their size? He said in his answer, that "he did not know that the size of the fish is in any respect connected with the season of the year in which they are caught." Very strange indeed, after having spent 6 weeks at the public charge, in order to investigate whatever relates to fish and fisheries! Had the committee put the same question to any cabin boy from that coast, they would have received an immediate satisfactory answer. It argues an uncommon degree of presumption in a person so unacquainted with the subject, to lay down schemes and systems, as the best and most efficacious measures that can be adopted by the state.

Being asked, whether it is not possible, in the months of November and December, to fish for herrings in the deep sea; and whether a winter fishery must not always be a loch fishery? he said, "If by deep sea, it is understood those seas that lie between the Long island and the main land, usually called the Minch, he does not think it is possible to fish in winter with such vessels as the Dutch fish with; but that he is not at all acquainted with the other seas, not having been in them."

Here the doctor furnishes another striking proof of his unfitness for discussing the subject of the fisheries. It is an easy matter for any person to draw up, at his desk, a set of visionary schemes, upon subjects of which he may be almost totally ignorant. Such people may carry on their deceptions for a time, till brought to the ordeal, when all their pretensions vanish. The doctor did not know that the size of the fish is in any respect connected with the season of the year in which they are caught—and in the subsequent answer—is forced to acknowledge, that his knowledge of the fishing grounds is confined to one channel only. Respecting the important question asked by the committee, it may be observed, that though the north-west channel be extremely boisterous in November and December, the season of the full-grown herrings on the Scottish as well as the Irish coast, yet there are intervals when the weather is neither boisterous nor calm; being what may be called good fresh weather, with a small swell of the sea, and it is then that the herrings are taken in the greatest quantities. As the sea-

men, from long experience, are generally good judges of an approaching storm, this fishery might be safely and successfully carried on during these temperate intervals, providing the fishers could be persuaded to build and equip some large vessels, after the Dutch models, with lee-boards and buoy-ropes, for the Shetland fishery in summer, the Hebride open sea fishery in the autumn, and when practicable, in winter. The north channel being surrounded with high lands; frequently indented with capacious bays or lochs, vessels, if taken abruptly in a storm, may soon find shelter under these lofty shores, or in the land-locked bays, to which they may be directed by lighthouses.

The doctor being asked, whether it is his opinion that the fishery in the British seas can ever be brought to such perfection as that it could be carried on with profit to the undertakers, without any bounties or public aid whatever? he answered, "He certainly is of that opinion; he conceives that if any business is of such a nature, as to require the continual aid of public support, it should be abandoned as hurtful to the community; but this is very far from being the case with the British fisheries."—If all branches are to be abandoned that require the continual aid of the public, we must abandon the whale and pilchard fisheries, which experience hath proved would be totally lost to these kingdoms, were the bounties withdrawn. The same may be observed of the linen and other valuable branches of manufacture, which would be transferred to foreign countries, were government to withhold the bounty, trifling as it is, upon the exportation of these articles. In this respect the British government copy the example of all wise nations, antient and modern, with whom the encouragement of trade and manufactures, by means of public aid, and that with a liberal hand, hath been considered as the primary maxim of political government. It is by the judicious application of public money that mankind emerge from a state of savage nature, to civilized potent empires, of which the modern states, as France, Russia, Austria, Sweden, Denmark, Holland, and Prussia, furnish striking examples. Thus, according to Dr. Anderson's ideas, the history of mankind exhibits, in this respect, one continued chain of political errors. But of all the blunderers that the world hath seen, the inhabitants of the little sister kingdom are the greatest. By their liberality and perseverance, during these last 50 years, poverty, sloth and wretchedness, have greatly subsided; and should the same parliamentary exertions be continued 50 years longer, that country will rank amongst the second states in Europe, for civilization, trade and opulence.

They have lately extended their bounty on the herring fisheries from 20 to 30 shillings per ton, on all vessels from 20 to 100 tons, though many of such vessels have only to step out of Loch Foyle into Loch Swilly, and there take or buy the herrings, and then run away with them, in bulk, to Derry, to be packed in barrels

for

for the West India market; while the busses are running back to Loch Swilly, to fetch new cargoes*.

The doctor being asked, whether he thought that the fish caught in the British seas, by British subjects, could, in any circumstances, be afforded so cheap, as, without public aid, to bear a fair competition in an open market, with fish of the same kind from Holland, Sweden, Norway, or any other country? he said, "If the question means to apply to fish in general, and is not meant to be confined exclusively to any particular kind, he does, without hesitation, give it as his opinion, that were the people who inhabit the islands and coasts of Britain, in such situation and circumstances, as to be able to avail themselves to the utmost, of the natural advantages they possess, their fish could be afforded cheaper than other fish of equal quality, from any other part of the globe."—We were just now told by the doctor, that the great herring fishery in the north-west channel of Scotland is not practicable by decked vessels, during the months of November and December; if so, which is partly the case at that season, the Irish have a decided advantage over the Scots in the winter fishery, from the certain arrival of the herrings in safe land-locked bays, and within a narrow tract of coast, where they are taken by boats as well as decked vessels without ceasing, in such quantities as would seem incredible to persons unacquainted with the herring fisheries; while the Scottish vessels, during the greatest part of this valuable season, have to navigate a long voyage round the mull of Cantire on the south, or the Pentland firth on the north; voyages of 150 or 200 miles upon an average, before they reach the north-west channel, where, instead of an immediate fishery, they frequently spend many weeks in fruitless researches for the shoals, and sometimes return empty, after having expended 300l. in the outfit and wages during the unsuccessful trip. Such are the unalterable natural advantages of the Irish winter fishery over that of Scotland; while the liberal bounties and fishery laws of the former kingdom, also operate greatly in their favour.

The comparative state of the Scottish herring fisheries, with those of Sweden and Norway, is still more against the former. The Swedish fisheries, like the Irish, are contracted within a narrow point; which, fortunately for Sweden, lies in the neighbourhood of Gottenburgh, one of the first commercial cities in that

* Londonderry is situated upon Loch Foyle, 5 miles from Loch Swilly, 17 from Mulroy, and 21 from Sheep Haven, all of which waters are occasionally crowded with herrings. Londonderry is a place of considerable commerce, particularly with America and the West Indies; which, with its excellent situation for the fisheries, aided also by the liberal bounty of 30 shillings per ton, gives it great advantages over the Scots fishers, who, if the bounties be withdrawn, and the child-fish system of premiums, as proposed by Dr. Anderson, adopted, will undoubtedly transport themselves to a country ready to receive them, and all useful members of society, with open arms.

kingdom, and from whence the herrings are immediately conveyed to the markets of the Baltic, and the East Sea. But the peculiar advantage of the Swedish fisheries over Scotland and all other nations, lies in the extraordinary facility by which they are taken, and in such quantities, that besides supplying Europe and the West Indies with 200,000 barrels annually, millions of herrings are boiled merely for the oil, which, though small in quantity, and of indifferent quality, brings in some years a return from foreign states, nearly equal to the annual value of herrings exported from Scotland, upon an average. Dr. Anderson must also have known that the Swedish herrings are taken at little, or no charge.

"The herrings are caught among the islands or rocks, none at sea, the nets not being calculated for that purpose; besides it is unnecessary, while they are in such plenty within the rocks."

Answer to Mr. Byers's Queries. Another letter from Gottenburgh says, "they are in such abundance on the coast of Sweden, that they are catched at no expence, as they set into little inlets amongst the rocks, and, by enclosing them with a large net, they take out as many as they please, with little bag nets: they sell the herrings at Gottenburgh, for 9 or 10 shillings per barrel, cask and salt included; so that they have cut the Dutch entirely out of the trade, in supplying the different markets in the Baltic, as they can be first from Gottenburgh to all the markets in the Baltic, at a very easy freight. I think it my duty, as an individual, to furnish any information in an inquiry of this nature. But I fear it would require a very high bounty to enable us to dispute the market with the Swedes." Besides the ready method of catching what quantity of herrings they can use, either cured or for oil, the charge of cask and cooperage in Sweden is only 1s. 10d. in Scotland it exceeds 5s. It was owing to these advantages, that the Swedes were enabled to land their herrings on the keys of Dublin and Cork at 14s. per barrel, whilst the Irish-taken herrings could not be purchased under 20s. without loss to the fishers. In 1776, the quantity of herrings imported from Sweden, amounted to 56,400 barrels.

In order to check the foreign, and to encourage their own fisheries, the Irish parliament, in 1777, laid a duty of 4s. per barrel on all Swedish herrings, and, in 1785, the duty was extended to 10s. If therefore, the Irish found it necessary to lay a duty of 10s. upon every barrel of Swedish herrings, how could Dr. Anderson pretend to assure the committee, "that without public aid or bounties, the Scottish fish could be afforded cheaper than other fish of equal quality from any other part of the globe?"

Respecting white fish, I can, from the best mercantile authority declare, that we are undersold at foreign markets, by the Norwegians, who lie immediately on the great fishing grounds of the northern ocean, and whose expenditure in building and equipping decked vessels, with stores, wages, casks, &c. scarcely amounts to half of the expence in any part of Great Britain. How can Dr. Anderson reconcile his assertions to these facts? or by what species of magic can our people meet the Irish, Swedes, and Norwegians

gians, particularly the two last, at foreign markets on equal terms, without the aid of the public? Will the building of cities in the Highlands, bring the fish to the gates of these cities to be taken at pleasure; or will the building of large towns, on those barren shores, reduce the price of provisions and labour? Unless the doctor can, by supernatural means, effect these great ends, we must either grant liberal bounties on our fisheries, or, as the doctor advises, "abandon them, as hurtful to the community."

The doctor is so very inconsistent on the subject of bounties and premiums, that we are at a loss to comprehend his real meaning; in one place he gives it as his opinion, that until the cities, towns, or great villages shall be built *upon his plan*, "bounties and premiums for the fisheries, must be accounted in a great measure an useless expenditure of the national treasure, which he should not be willing, unless in particular circumstances, to advise. And that when these towns are built, and mankind brought together, there will be no occasion for public support, by any mode whatever."

In another place he does not think it adviseable to withdraw the public aid at once. He thinks it ought to be continued for some time longer, until the people shall be collected in the cities and towns, as proposed above. Being desired by the committee to explain himself further on this head, and to state the specific measures that he thinks would the most effectually, and in the shortest time, put that fishery into such a train, as that it could afterwards go on of itself, without any public aid whatever; such deference paid to the doctor's judgment on this important subject, merited a most respectful, as well as a copious answer, of many pages; of which we shall only give the outlines of the plan. Besides temporary bounties to wherry-rigged vessels from 15 to 60 tons burthen, following the fisheries in any part of the British seas between the mull of Galloway on the west, and Inverness on the east-coast, but no further southward, he proposes

A set of 10 different premiums to boats, amounting in all to £. 100
Ditto — ditto — — — 600

Ditto to vessels of 15 tons and upwards. "In a few years," says he, "the bounty on the tonnage, which requires a much greater fund, and is less calculated to promote industry, may be with safety withdrawn, and these premiums continued, under such farther restrictions as experience may point out as necessary." } 1000

A set of 10 premiums for the best cured white herrings	300
Ditto for the best cured red herrings	300
Ditto for the best cured dry white-fish	300

Then follows some plans of premiums to individual families in the Highlands, by which "5000l. a year, thus applied, would settle annually 2000 families, or 10,000 persons—this continued for 20 years, would amount to 200,000 persons, not to take into the account the increase by natural procreation." Probably

another 200,000, provided the doctor shall send requisite annual supplies of provisions from the moon or elsewhere, for such a body of people in a desert country..

" Of these 200,000 persons," continues the doctor " one tenth are fishermen, as originally settled.—that is 20,000— " And if it is supposed, that each of these fishermen, on an average, have, in these 20 years, bred up one son to the business, " the whole number reared up by the application of 5000. per annum, would in that period amount to 40,000.—Of course, " supposing 10,000. thus applied annually, the number of men " thus trained to the sea would be 80,000."

Then follows another estimate of premiums to boats and wherries, amounting in all to 3,500. In the notes, a set of premiums are proposed to the boats of each town in the Hebrides, another set to the five best fished boats in the whole coasts or islands of Scotland, and lastly another set to busses. The inspection and management of the whole would probably require 1000 additional officers, whose salary at 20l. each, would amount to a greater sum than hath been paid to the busses, upon an average of years, since the commencement of the bounty, without answering any valuable purpose ; besides the train of frauds, jobs, and perjuries which this intricate, if not unintelligible system would occasion over the maritime parts of the kingdom. To these premiums, boats, and the necessary fishing apparatus are to be given to all the persons who shall engage in that employ.

After some further reasoning on the subject, the doctor seems so confident of the great merits of his plan, that he intreats the committee not to check the torrent of their rapturous approbation, till they have closely surveyed all its beauties with the eye of reason, when they may feast away at pleasure.

" In stating," says he, " to the committee the effects that may be expected to arise from the proper application of these small sums, the witness is sufficiently aware that these effects will seem *so disproportionately great, as almost to exceed belief.*—He must beg, however, that gentlemen, *before they allow themselves to be swayed by such general prepossessions, will attentively examine the facts, as stated, and draw the conclusion that unbiased reason authorises.*"

And being asked, should those fisheries, and the consequent improvement on the coast, be carried to the perfection the witness thinks them susceptible of, would not the national revenue be augmented thereby? and if so, what does he think might be the amount of the additional revenue which might be thus obtained ? The doctor, after some analogical reasoning on this head, says, " the revenue will be augmented by this arrangement, at least *one million per annum.* Nor would this be a sickly revenue, liable to fluctuation and decay, but it would be an increasing fund, that would grow greater and greater, without trouble or expence, as the prosperity of the people increased. And here it is proper to take notice, that although for the sake of distinctness,

" it

" it has been stated, that a small annual sum should be apparently paid out of the public revenue of this country, for the purpose of promoting these fisheries, yet, it now appears, that instead of requiring money to be paid by the other subjects of Britain, for the support of those engaged in this undertaking, there would only be wanted a very small portion of the money that the fisheries themselves would produce, to be applied for four time for the purposes therein specified, and a very large surplus would remain to be applied to the common exigencies of the state."

Here, in our humble opinion, the committee closed the examination rather abruptly. It might have been asked, That as the doctor had stated the number of people which might be collected on these shores, in the course of 50 years at 300,000, besides the increase by natural procreation, the whole, upon a moderate supposition amounting to 400,000, what measures would be advise for supplying this great body of people with provisions, since it is evident that, in the present thinly inhabited state of the west coast the natural produce of grain is scarcely sufficient to keep one third part of the natives from perishing through want.

To this question, the doctor would probably have answered ; " That as these shores abound in fish of every species known in the northern latitudes ; as the cataceous, the cartilaginous, and the spinous, two millions of people, (the supposed population in that country 100 years hence, agreeable to the established principles of calculation,) might be abundantly supplied in wholesome prolific food. For instance, herrings at breakfast ; codfish, ling, tusk, dogfish, turbot, scate, soles, flounders and mackerel for dinner ; lobsters, crabs, oysters, muscles, cockles, and shrimps for supper. These dressed in all the different modes of cookery would afford an agreeable variety suited to every taste and palate, the voluptuous epicure not excepted.—It might have been asked, How are the inhabitants to be supplied with bread ?—Nothing more easy. The Norwegians, a hardy race, inhabiting the same latitudes as the Hebrideans, mix the sawings of fir with burnt fish bones ; this, when baked into thin cakes, will prove both a nutritive and a pleasant substitute for the Scottish hannock, or the English loaf. Thus the bounty of the surrounding ocean will furnish the tables of the labouring people, without any material aid from government, for I would not advise a useless expenditure of the national treasure, unless in cases where it is absolutely unavoidable, as the purchase of sawings, which the government agents stationed in the Hebrides may procure at a small expence from their neighbours of Labrador, and lodge in stores for the general use of the community.

It is true, there may be delicate palates among the higher classes of merchants and citizens, who must be humoured in their fancies, to prevent their withdrawing themselves with their property to luxurious England ; I therefore have proposed to introduce a better system of agriculture on these western shores, by which the soil will produce at least tenfold more than the present crops ;

while at the same time the rains, about which English writers have given exaggerated reports, will become less frequent, and there is not a doubt but that, with steady perseverance, the periodical rains may be brought on earlier in the season, by which the harvest will be more plentiful, and safely housed. To effect this happy circumstance the face of the county must undergo a thorough change ; bogs, marshes, and fenny lands must be drained ; mountains, as the paps of Jura, Cuchullin, the mountain of the Sun, and the hill of the old Hag, must be blown up, by which a double advantage will be gained ; the clouds meeting no interruption will be more favourable to the husbandman, while the stones which composed these eminences, will furnish materials for building the cities. With regard to the management and reclaiming of lands, these subjects are fully handled in my book upon husbandry, of which the honourable committee must have heard ; these copies being circulated amongst the Hebrideans, and the coasts of the mainland, will give a new face to nature.—The many extensive fields of these fair islands, and even the hitherto unprofitable grounds, will raise luxuriant crops of wheat, whereby the rich, the delicate, and the sick may be plentifully furnished with wheaten bread, with pudding, and with pastry, while the straw and the chaff will afford nutritive sustenance to the cattle and sheep through the winter."

It may be alledged that many horses will be necessary in the cities which the reporter proposes to the honourable lords of the treasury, and this honourable committee, and that such cattle may, in some seasons, feel a scarcity of straw ; but this objection will vanish, when it is considered that goods in these islands will be chiefly conveyed by water carriage. For instance, a merchant in the city of Boisdale, in Uist, commissions a last of herrings, or any given quantity of fish, from the city of Dunvegan, in Skye ; the goods will not, cannot, be sent by land carriage, but by daily vessels passing from town to town ; and thus there will be little or no call for those expensive animals in the Hebrides, for the purposes of trade. None of that whipping, cutting, and beating, so common in your Watling-streets, your Thames-streets, and your Wappings ; none of that swearing, d——g of eyes and limbs, so offensive to the ear and the sight, will be heard or seen amongst the happy cities of Hebridea. The wealthy inhabitants will indeed require many sets of horses, for whiskies, chaises, chariots and coaches, from which government will derive a considerable revenue, but as the small species of that noble animal, is now become fashionable among the British quality, there will be no occasion for importing your large, high-fed English horses ; the Hebrides breed vast numbers of the shalty kind called garrans, some of whom do not exceed three feet at full growth. Their tails almost touch the ground ; their mains are long, and the hair of their foreheads cover the greatest part of their faces. They are bred chiefly in the neighbourhood of the laird of Boisdale, a gentleman to whose hospitality the reporter is under such high obligations, as he

can no otherways repay than by requesting his acceptance of a city upon the estate of Boisdale, which though somewhat distant from the European continent, is, consequently, as much nearer the American world; and a beneficial trade may be carried on between both hemispheres, of which the city of Boisdale will be the centre. It will be a pleasant sight to see the laird, as superior of the toll, drawn in his couch by six of these little things prancing the streets of Boisdale in all the pride of royal steeds; and, while the principal merchants shall be flocking to change in their carriages and four, the ladies will be shopping, or paying their morning visits with pairs; for I would not advise more, on account of the high spirit of these creatures.

Having thus suggested a further explanation of the doctor's plan of towns, I shall now mention in his own words, his proposal for "opening a communication for facilitating the little internal commerce of the country already alluded to, (meaning the main land) and for conveying intelligence from place to place expeditiously and regularly. Here little more would be wanted but *such a path as a horse could travel on with ease and safety.*" It is very extraordinary that the doctor should propose to colonize the western shores with some hundred thousand people, and at the same time limit the access and intercourse with these people, to a horse road only. We may, however, account for this inconsistency, from the doctor's ideas of economy respecting the expenditure of the public money. To this, as before observed, may also be attributed his postponing the business of the northern canal, till that country shall be able to carry it on without public aid.

But there seems to be no end to the doctor's absurdities. We shall, therefore close our observations after stating the two following particulars: I had in my evidence (which was prior to the doctor's) introduced the subject of the fisheries, by tracing the history of the herrings in their annual migrations from the northern seas to the southern parts of Great Britain and Ireland, where they disappear; this being the sentiments of the most eminent writers in natural history, corroborated by the Dutch and all practical fishermen, who frequent these seas; and particularly by the Baltic traders, who frequently observe the herring shoals, proceeding southward, attended by millions of fowls, and always at a fixed season of the year. This, the doctor, in his usual spirit of contradiction, attempted to confute, in a long and disgusting harangue, which had not the effect on the minds of the audience that he expected. He begins thus, "it is generally believed, "that herrings breed *only* in the northern icy sea." The doctor hath no authority for that assertion, it being generally believed, that herrings breed also in the British seas, consequently his arguments were totally unnecessary. Then follows a dissertation on what he calls *the ancient historical opinion concerning herrings*, which he seems to have copied from the words of those who preceded him in their evidence before the committee, and were unanimous respecting the annual migration of herrings.

Another particular connected with the preceding subjects, merits notice. The doctor, who sets his face against all well received opinions, or works, and the authors of them, labours by invidious insinuations, to raise his own importance at the expence of one of the most useful men of the age. "In these islands, and along the west coast of Scotland," says the doctor in his report, "there are many of the finest natural harbours that are to be seen in the world; but these, *from the want of proper surveys*, are not yet thoroughly known."—"All the charts of those coasts," says he in another place, "are full of inaccuracies and errors, that tend to endanger the safety of any vessel that shall attempt to sail by them."

Respecting those heavy charges against a person of reputable character, and amiable manners, we shall give a short abstract from a late publication, entitled *Justification of Mr. Murdoch Mackenzie's Nautical Survey of the Orkney Islands and Hebrides, in Answer to the Accusations of Doctor Anderson.*

"As the nautical knowledge of the Orkney Islands, and the western coasts of Scotland, was of great importance to the navigation of Britain, Mr. Mackenzie, a man of science, conceived the plan of making a survey, for the direction of mariners unacquainted with those seas. This he executed, with regard to the Orkneys, at his own expence. The merit of the performance was conspicuous. The success of the undertaking attracted the attention of the public. Mr. Mackenzie was afterwards employed by government to extend the survey; and he in a manner spent his life time in that service. The national benefit derived from his labours can only be known from the estimation in which his charts are held by mariners; but, to a man of knowledge, the simple inspection of the charts, is sufficient to convince him with regard to the pains and labour employed in that undertaking.

"Dr. Anderson, a man who had no pretensions to the knowledge of nautical surveying, or to the use of charts, made a public attack upon Mr. Mackenzie's works. He represented the charts as extremely erroneous, and dangerous to mariners; and he insinuated, that the survey had been an imposition on the public. The printer of the Caledonian Mercury, received his friend (cousin) doctor Anderson's accusation into his paper. A public correspondence was then commenced through that channel, and papers were alternately received from both sides,

"But the printer having now, for reasons best known to himself, refused to receive an answer to Dr. Anderson's last letter, which was intended to contain a number of certificates from many gentlemen of Liverpool, Leith, &c. who will be allowed to possess the greatest professional knowledge, the friends of Mr. Mackenzie, and of truth, therefore, think it necessary to publish the whole of the correspondence, which, when brought under view, will expose the conduct of doctor Anderson,

" son, and justify the character of Mr. Mackenzie, whose behaviour, in relation to the public, will ever be ready to meet a fair enquiry."

Mr. Mackenzie continued in this employ, till age and infirmities obliged him to resign the business to his nephew, who is now surveying the east coast of Great-Britain, the only part which the uncle had not completed. After having thus served his country and mankind in the most essential manner, with fidelity, unwearied application, and universal approbation, he is not allowed to close a useful life in peace, but brought forward and stigmatized in a public news-paper, as an imposter, not one of whose charts, the doctor believes has been "delineated from actual surveys, but imagines they must have been sketched by the eye only, and that even in a hasty and superficial manner." *Dr. Anderson's first attack, November 3, 1784.*

A N S W E R.

SIR,

November 17.

" Mr. Mackenzie, by the infirmity of years and bodily ailments, unable to give application to what must require thought and attention of mind, finds himself ill qualified to enter the lists, or even to attempt an answer, to the author of a paragraph in your paper of the 3d. of November. But, conscious of his own integrity, he begs leave to assure the public, that with accuracy, fidelity, and care, he executed the trust reposed in him, of carrying on a nautical survey, in consequence of instructions received from the lords of the admiralty; in which he has pointed out the best tracts, and the properest anchorage, as far as necessary for the safety of shipping. And he submits the merit of his survey, the works of many years, upon the only proper test, the approbation of those *alone* who are most interested, and best qualified to judge, *seamen*, the masters of vessels of all kinds, who, after the continued use of the said surveys from 10 to 30 years, have never once found fault, so far at least as has come to his knowledge. On the contrary, as a proof of their accuracy, there has arisen amongst seamen, with regard to the use of these charts, a proverbial expression, which, the circumstances he is in at present, authorizes him to repeat, *that he who has Mackenzie's charts, when navigating these coasts, needs no pilot.*

" At the same time, if any rock or shoal has happened to escape Mr. Mackenzie's most laborious search and assiduous inquiry, (which is far from being impossible) Mr. Mackenzie thinks he has a right, in justice to the public, who employed him, and for the general interest of mankind, exclusive of any consideration for himself, to call upon Dr. Anderson (who he believes to be the author of the paragraph) to condescend upon those errors and neglects, which may be dangerous to seamen who trust in those charts, and which, it is pretended, that Dr. Anderson has discovered, in order that those corrections, if found

" found

" found just, may be inserted in the draughts, for the purpose
" of any future publication."

The doctor begins his second letter in a vaunting style, which, when we consider the age, and the feelings of the man whom he accuses, does no great honour to the doctor's humanity; and we shall soon perceive greater reason to form conclusions respecting the doctor's moral principles. He begins his second letter thus, "Dr. Anderson is sorry that Mr. Mackenzie should have felt "himself so much hurt, &c." Any reader will readily allow the propriety of Mr. Mackenzie's letter, and the candid manner of expressing himself, whether by his own pen, or that of a friend. His language is mild, his arguments are stated upon facts, and he only wishes, that the doctor would point out the errors, if any do really exist, in order that they may be corrected for the public benefit.

The doctor thus called upon to speak out at once, says, that "many years ago, Mr. Mackenzie published a set of charts under "the title of *Orcades*; the last of which maps contains a chart of "Lewis: (a part of the Hebrides) In that map, the rock called "Skerinoc, near the Schant islands, is laid down about 4 miles out "of its proper place. In a future survey he made of the west "coast of Scotland and Ireland, that rock of Skerinoc is laid "down nearly in its proper place: He therefore, had then dis- "covered his error, and very properly corrected it." Let us now hear the answer made by Mr. Mackenzie's friend to this mighty charge.

" S I R

" I beg leave, through the channel of your paper, to recall "the attention of the public to doctor Anderson's accusation of "Mr. Mackenzie's surveys, the public being highly interested "in judging how far those accusations of a work of such magni- "tude and importance, be either on the one hand true, or on the "other false. Dr. Anderson has represented those charts as "erroneous and dangerous; and has insinuated, if not declared, "that the public money had been mis-spent, in being laid out for "surveys, that were nothing but a species of imposition. In sup- "port of this charge, the doctor has condescended upon one parti- "cular, of which the public is now to judge. But, to enable "those, who never had an opportunity of examining the sub- "ject, it will be necessary to give a short account of the ori- "ginal of those surveys.

" The survey of the Orkneys was the first undertaken by "Mr. Mackenzie. It was made at his own expence, and pub- "lished at his own risk. In this work there is also a chart "of the Lewis, which he *in part* surveyed. These charts "were found so accurate, so useful, and so well received by "the public, that Mr. Mackenzie was employed by govern- "ment, to survey the west coast of Britain, and the coast of Ire- "land. In this general survey, Mr. Mackenzie begins with the "Lewis, the survey of which had not been *completed* in his pri- "vate labours; consequently, of this there is published a more "perfect

" perfect chart.—The charge against the accuracy of Mr. Mackenzie's first publication will be best answered by reading what Mr. Mackenzie has there laid in relation to the subject. In page 3d there is a chapter entitled, *Manner of taking the Survey of the Orkneys and Lewis, with the Perfections and Imperfections of the Charts*.—Then, having described his manner of taking the survey of the Orkneys, he thus proceeds :—

" The Lewis was surveyed in the same manner, only most of the lesser islands there were done by the eye, *the coast between Loch Shell and Loch-sea Fort, by information*; and no soundings taken but within the bays. Now, it is to be observed, the rock Skerinoe and Schant islands lie precisely on the coast between Loch Shell and Loch-sea Fort.—Therefore, the rock Skerinoe could not be surveyed in this chart: and Mr. Mackenzie has warned every man who is to use his charts of this; that so the mariner may avoid the dangers of sailing by the chart of a coast which had not been surveyed."

The reader, though unacquainted with maritime affairs, will easily perceive the meanness, if not worse, of this unprovoked and unwarranted accusation. Among the numerous instances of the doctor's propensity to detraction, this is the most frivolous and illiberal. Disappointed and foiled in this instance, he infatuated fresh charges against the old man, and again was called upon to explain himself by specifying the particulars.

" Now," says Mr. Mackenzie's advocate, " as I hope to have satisfied the public, that the only error specified in Dr. Anderson's vague accusation is perfectly groundless, and the chart complained of irreproachable on the part of Mr. Mackenzie, I think I have a right, both as a well-wisher to the public, and a friend of Mr. Mackenzie, to call upon Dr. Anderson to waive his principle of delicacy on this occasion, and publish those errors by which the lives and fortunes of many of his countrymen are every day exposed to danger. The doctor may rest assured, that Mr. Mackenzie's feelings have not been disturbed by what he has already published, nor is there any reason to believe they ever will be affected by what further he can say; for, if it be a discovery of any value, as a work of this kind cannot be warranted free of imperfection, Mr. Mackenzie will never regret the improvement of his charts; but, if it be only a trifling criticism, or any unjust accusation, the doctor will only expose himself to ridicule and contempt."

Here the doctor is again put to his shifts, and hath the mortification to find himself once more beaten off the field. He pretends to criticise upon distances and bearings laid down in the charts, without having ever made a trial of the one or the other, upon the principles of science, of which, indeed, he was utterly incapable, like other quacks, who are ever boasting of their superior abilities and discernment, while, at the same time, they know little of the subjects which they pretend to elucidate. " But," says the friend of the accused, " before answering directly to the charge,

" charge, there is a previous question, not with regard to what right
 " the doctor has to challenge; every one has a right to challenge
 " an error, by which the lives and fortunes of others are endan-
 " gered; but the question here proposed, respects *the capacity of*
 " *the challenger*; how far he has proper information with regard
 " to the subject on which he founds his accusation. Dr. Anderson
 " has not told what instruments he had employed, or what time
 " he had spent in making those numerous observations: But,
 " without giving satisfaction with regard, at least, to the probable
 " means of information, no person has a right to offer a criticism
 " on the work of a master who made it the business of his life.
 " As truth, however, fears no scrutiny, we shall at present waive
 " this privilege of a defender."

Then follows the defence, wherein the doctor's accusations are fairly stated one by one, and ably answered, without equivocation, or quibbling with words. The doctor begins to ficken, whilst his antagonist gathers fresh strength upon every attack. "The doctor seems to forget himself," says he, "when he talks of putting an end to all further altercation—does he consider as alteration, his being called upon publicly to make good his calumnious assertions?" At length, the printer interposes, and after allowing his cousin the last word, puts a negative on any thing farther that may be offered on the subject from either party. Mr. Mackenzie's friend, who seems to be of the true Fingalian blood, finding the Mercury door shut against him, and the doctor snugly lodged within, reprints the whole controversy in a pamphlet: thus issuing from an unsuspected quarter, drags the trembling culprit from his lurking hole, and forgetting the dignity of L. L. D. says, "here is a piece of impudence, which nothing but bad principles could suggest, and which nothing but the deepest sophistry could cover. In opposition to Mr. Mackenzie's actual survey, he gives, for facts, downright falsehoods.—Dr. Anderson has made the most violent attack upon the property of a person who never injured him; he has made the most insidious, as well as cruel attack, upon the fame of a well deserving citizen: Therefore, he must either prove that he had made the survey, on which he grounds his accusation, or he must be condemned as bearing false witness against his neighbour. I call the attention of the public to this cause, where truth, and the dearest rights of mankind, are concerned. That which is Mr. Mackenzie's case to day, may be the case of any other man tomorrow. If the world will not stigmatize the person who most unprovokedly has violated truth, and has wilfully transgressed the most sacred law of society, there would be no principles of morality in man.—I have represented Dr. Anderson's facts, I believe, in their proper light; and I have now to tell him, that there are other parts of his conduct of which he should more ashamed; *first*, of having wickedly devised evil against his neighbour without cause; and, *secondly*, of having foolishly departed from the path of truth,

" in

" in expectation of supporting his calumnious assertions. What benefit he promised to himself for thus transgressing the law of natural benevolence, implanted in the heart of man, and never violated without some reason, he best can answer. I believe he now repents, because his purpose has been frustrated. How he settles the account with his conscience, it becomes not me to inquire; but an injured public will not fail, I hope, to resent the open violation of that which is right and amiable in the eyes of all other men." These remarks are so applicable to the doctor's recent behaviour towards other victims of his malignity, that they seem the language of inspiration for rescuing innocence and integrity from the secret machinations of this reporter of facts. While the blood of the Caledonian champion was thus boiling in his veins, reinforcements arrived from all quarters, in defence of the man who had wore out his constitution for the preservation of those useful men, the sons of Neptune. "The friends of Mr. Mackenzie," says his advocate, "having now said what was thought necessary, in justification of themselves, when attacked by Dr. Anderson, in his last letter, they will close the whole by (what must be admitted to be the best evidence possible in support of Mr. Mackenzie's survey) certificates from those who are most interested, and who alone have a title to judge—commanders and masters of vessels,—and branch pilots." Some of these certificates are jointly signed by a number of commanders in the same port, as follows:

Liverpool, Jan. 18, 1784. "We commanders and masters of vessels in Liverpool, trading to Norway, Hamburg, the Baltic, &c. being informed that malicious remarks have been sent abroad, reflecting on Mr. Mackenzie's charts of the West Coast and islands of Scotland, do hereby certify to all whom it may concern, that we have always found these charts sufficiently exact for navigating ships with safety among the islands, or between them and the main land; and, by his improved method in them, the great diversity of high and low lands, cliffs, shores, &c. are so remarkably distinguished, as to make them easily known, so that we can proceed with more confidence, and have found them surer guides than any other charts we have ever seen." Signed by 23 commanders.

Two certificates are from Stockton to the same purpose, and expressing a surprize that any one should report the charts to be erroneous, and strongly asserting their correctness. Various certificates and letters from different ports in Scotland, particularly Leith, signed by 3 masters of custom-house yachts, 18 commanders and pilots. A certificate from port Glasgow, signed by the commander of the king's cutter, and 5 ship-masters, who navigated the northern seas. Various certificates from individual commanders of cutters, traders, and pilots; one of which says, "I hear that one Dr. Anderson has been finding fault with your draughts of the West of Scotland, and has wrote against them in the news-papers. This surprised me very much; for you must

know

know that I was born in one of these islands, and accustomed to shipping from my youth, and since that have been master of a vessel and pilot for 40 years; have had the charge of king's cutters and many merchant-ships through the Highlands, and as far as Liverpool, when your draughts were aboard, and never had reason to find fault with them, nor ever heard any captain or ship-master say they found them wrong; on the contrary, every one of them, as well as myself, approved of them much, as the best they ever saw. I own, indeed, they have done prejudice to the pilots; for, to my knowledge, many of them that used to be well employed, and well paid, before your charts came out, are now obliged to stay at home idle, or enter before the mast, because masters through the Highlands, to the West of England and to Ireland, sail by your draughts without taking a pilot. I believe Mr. Anderson is not well acquainted with sailing or sea-charts, or he would not have fallen foul of such a performance. Stronaway pilots have suffered much by your draughts, as hath the Orkney pilots; for, formerly, few ships attempted to go westward from Stronaway without pilots, and now very few of us are employed, the ship-masters telling that they can do very well with Mackenzie's draughts. I am a well-wisher to all honest men, and sir, your most humble servant."

Another letter runs thus:—"Good sir, reading in the newspapers a violent attack made on you and your charts of the West Highlands, I can say it is a false and cruel attack. I have been pilot of his majesty's ships, and other respectable merchant ships belonging to Liverpool, and elsewhere; and, by depending on your charts, through the Orkney islands, and often through the West Highlands, to and again, have been successful, and trust in Almighty God to continue to be successful, as I get an honest and very good livelihood by piloting vessels."

A letter from Kirkwall, capital of the Orkneys, is thus:—"Sir, I am extremely sorry to see you lately attacked on some part of your surveys, and I think it very surprising, that such a number of years have elapsed, these neglects you are charged with was not found out sooner, where there has been a constant course of shipping and experienced seamen, till a Dr. Anderson would do it. It is a known fact in this country, that before your surveys of the west of Britain and Ireland were published, there were from 10 to 15 pilots employed in Stromness, by shipping going to Liverpool and Ireland, and more needed, if they could have been had; and since that, no capable ship-master, going to these places, takes a pilot, that has your survey. I have frequently heard sensible masters of ships say, none who understood a map, needed a pilot where you surveyed, if he had your's. But I really think, Sir, that Dr. Anderson has imagined you in Abraham's bosom, and that he did not expect an answer. It is common for those employed as he is, to find fault with others that have gone before on the same plan (however right) to raise their own merit, which always proceeds from ambition, avarice, and mercenary motives."

Besides these testimonies, I have to mention Captain Kyd's evidence before the committee on the British fisheries. He hath been stationed there last 34 years, in his majesty's cutters, upon the eastern coast of Scotland and the Orkneys; and being examined respecting Mr. Mackenzie's charts, (Dr. Anderson, I believe, present) he recommended them, as the most accurate, and serviceable to the navigation of those seas, he had ever met with.

I do not perceive his evidence on this head in the report, though I believe it stands on the minutes from which the report was made. In a private conversation with this gentleman, he declared Mr. Mackenzie's charts of the Orkneys to be, in his opinion, the most accurate that any nation could produce. I have also been informed that the Dutch consider them in the same light, calling them a blessing to their country.

During the course of my inquiries amongst seafaring people in Ireland and the west of Scotland, I never heard any person speak, directly or indirectly, against these charts, on any point whatever. On the contrary, they were uniform in their encomiums on the charts, and the author of them. Some of the people having occasionally attended Mr. Mackenzie while taking the surveys of their coasts, represented him as a pains-taking honest man, who did justice to the public, though the weather was often unfavourable for that business. Sir Lucius O'Brien speaks in parliament of Mackenzie's charts of the Irish coast in the highest style of panegyric.—“And this,” says he, “I consider as a very useful favour, for which this nation is in a considerable degree indebted to the noble lord who presides at present (1776) among the lords commissioners of the admiralty.”

Much more could be added on this head, but it is unnecessary. How, therefore, can Dr. Anderson reconcile to his honour and his conscience, the following assertion in a public newspaper, “That he soon found that no person could rely upon Mr. Mackenzie's charts of the western coasts of Scotland with safety—that he is convinced not one of the harbours has been delineated from actual surveys, but imagines they must have been sketched by the eye only, and that even in a hasty and superficial manner.” In these and other assertions, he stands alone—confronted and confuted by those who are the most competent judges in the British kingdoms, as well as foreign states. Thus the false alarm respecting a subject of very great importance to the commerce of these kingdoms, falls to the ground, whilst the devoted victim to artful perfidy, and a depraved heart, will be gratefully remembered by posterity. I shall now leave the doctor to his own reflections, under the further mortifying information that his infidious arts have in a great measure failed of the ends which he proposed to himself, at the expence of many of his countrymen, and for which he seems to sacrifice the welfare of that country. Let him take this final advice, that, in every transaction of life, *benevolence* is the best policy, even though it should be the certain means of temporal misfortunes.

* The Binder is desired to take notice, that the Second Volume
begins with B B page 369

E R R A T A

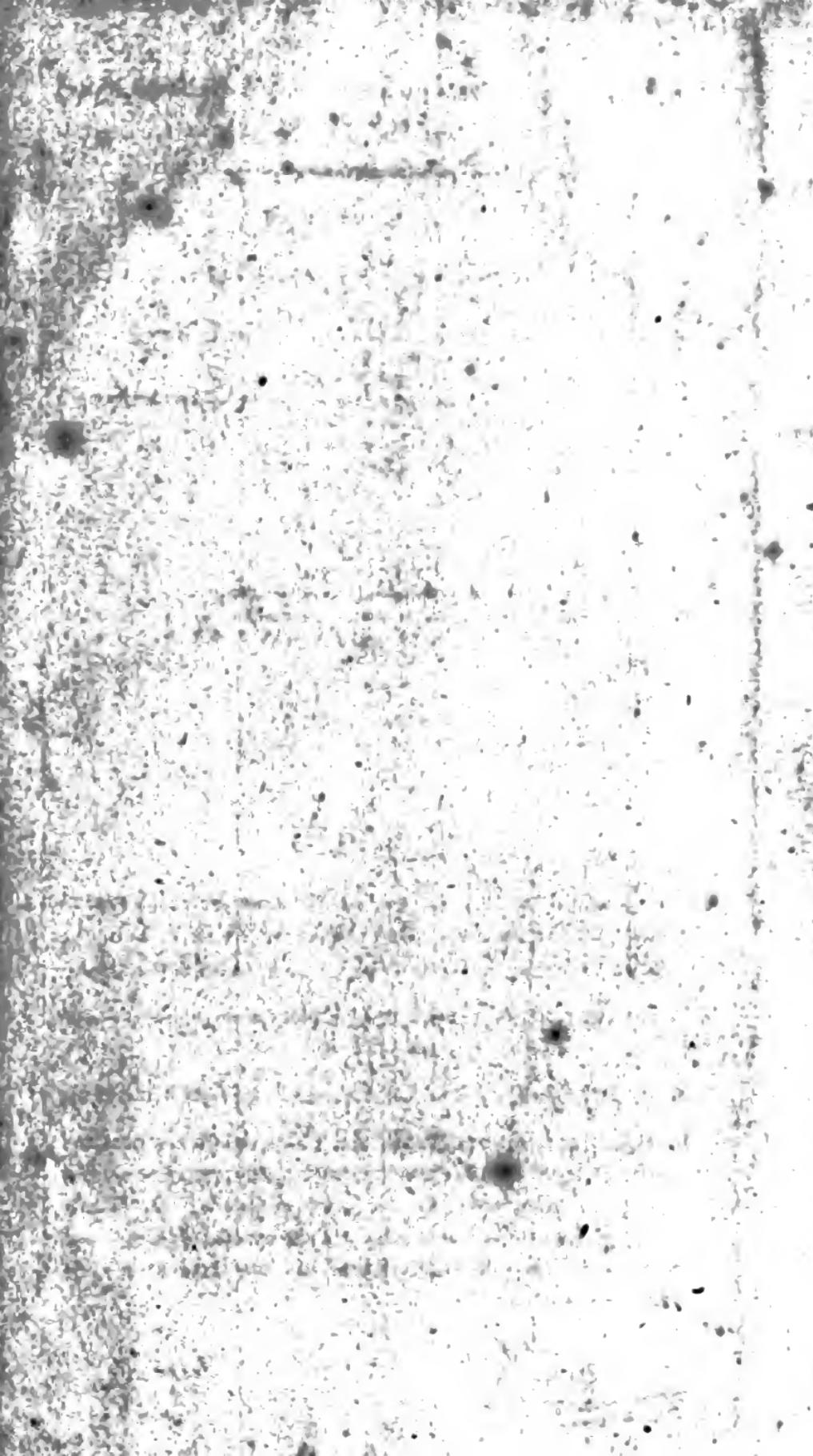
Page 32, line 22, for provision, read provisions.
— 55, — 9, for was r. were.
— 78, — 40-41, for Lock r. Loch.
— 79, — 25, for commissioners, r. commissioner.
— 81, — 23, for 82 r. 80.
— 84, — 37, for numbers r. number.
— 110, — 25, for them, however, r. them, may however.
— 120, — 24, for Shuma, r. Shuna.
— 129, — 26, for dina, r. dinna.
— 129, — 30, for fortues r. fortunes.
— 133, — 37, for murders, r. murder.
— 136, — 30, for and, r. at.
— 138, — 3, for Dunnott, r. Dungsby.
— 144, — 8, for be, r. besides.
— 167, — 31, for 1777, r. 1677.
— 270, — 34, for jumping, r. by jumping.
— 348, — 21, for prewant, r. prevent.
— 349, — 28, 31, 33, 35, for curve, r. cruive.
— 408, — 9, for on, r. no.
— 409, — 11, for run, r. runs.
— 414, — 34, for Nidan, r. Ridan.
— 441, — 18, for Island, r. Islands.
— 457, — 2, for Glenalk, r. Glenalg.
— 528, — 35, for meeckle, r. neekle.
— 569, — 36, for west, r. Longitude.

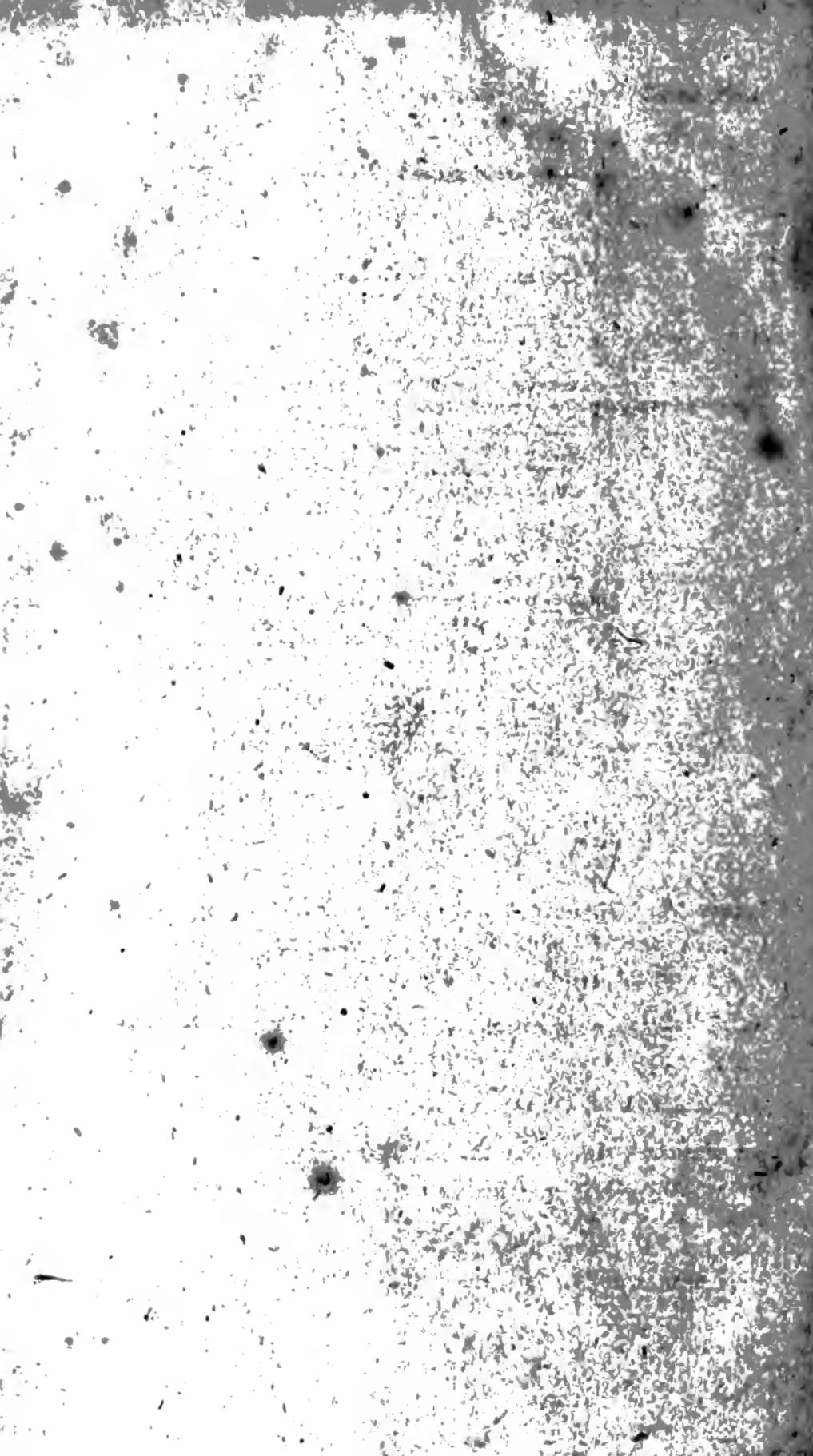
Just published by J. WALTER, at Charring-cross; SHIPPER-
SON and REYNOLDS, Oxford-street; W. RICHARDSON,
Royal Exchange, London, and W. GORDON, in Edinburgh,

Printed on a Sheet of large Atlas Paper, price 3s. coloured, or
4s. painted.

A COMMERCIAL MAP OF SCOTLAND,

Wherein the numerous Islands, and Lakes, which compose the
great Theatre of the Fisheries, are distinctly represented, and
their names annexed; also the proposed Canals: the Whole
interspersed with Remarks relative to the natural, political, and
commercial State of that Kingdom, and the three main Divi-
sions of its Islands.









HC
257
S4K6
1785
v.2

Knox, John
A view of the British
Empire 3d ed., greatly
enl.

**PLEASE DO NOT REMOVE
CARDS OR SLIPS FROM THIS POCKET**

UNIVERSITY OF TORONTO LIBRARY

